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DEDICATION

Dedicated to my "Papaw" Co-Pilot Francis J. Morrissey,
Pilot Francis S. (Rzatkowski) Rogers
and
Navigator "Handsome" Harry E. Parr

Your selfless service helped define "The Greatest Generation"



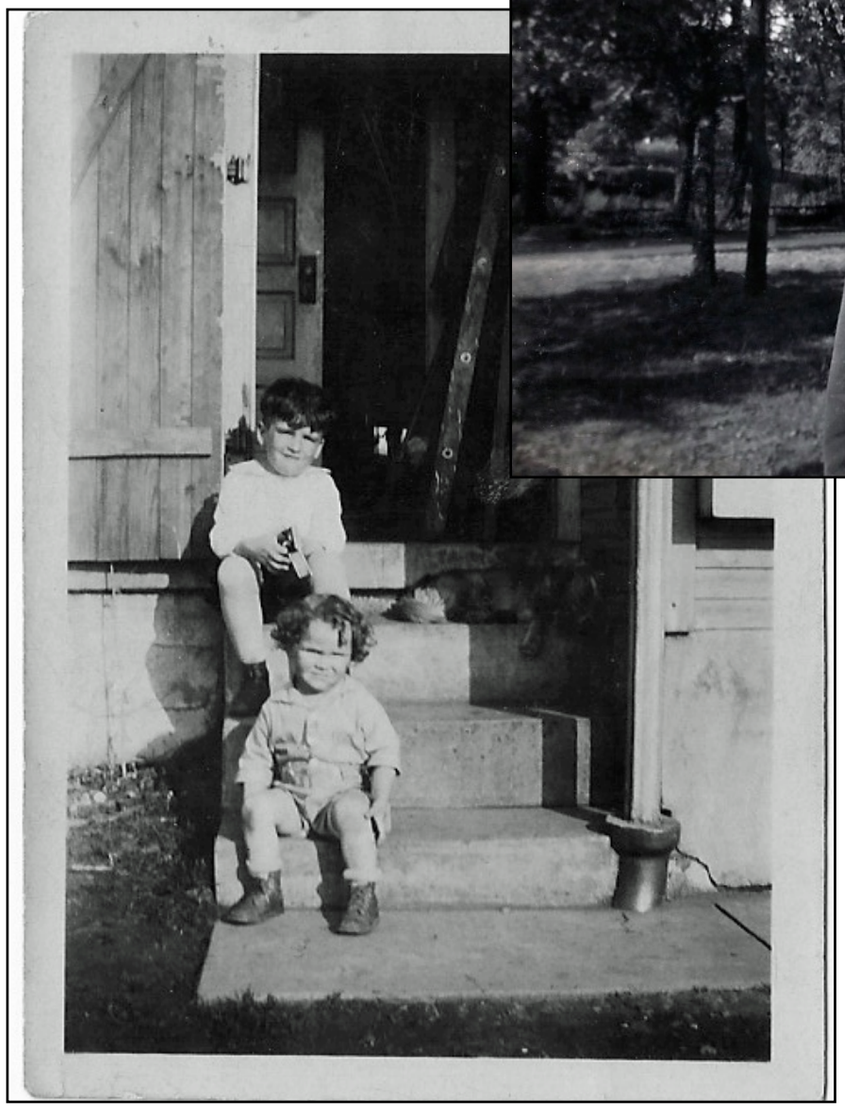
Parr

Rzatkowski

Morrissey

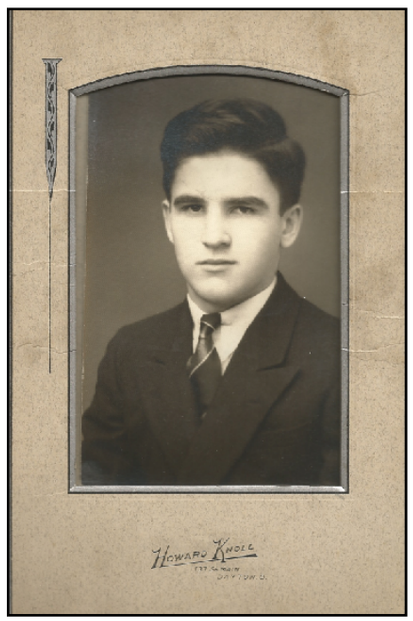
CHAPTER 1

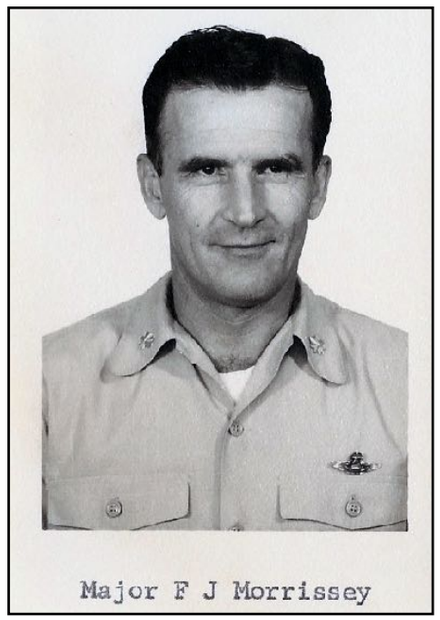
Francis Joseph Morrissey - Birth Through Post-WWII Military Service

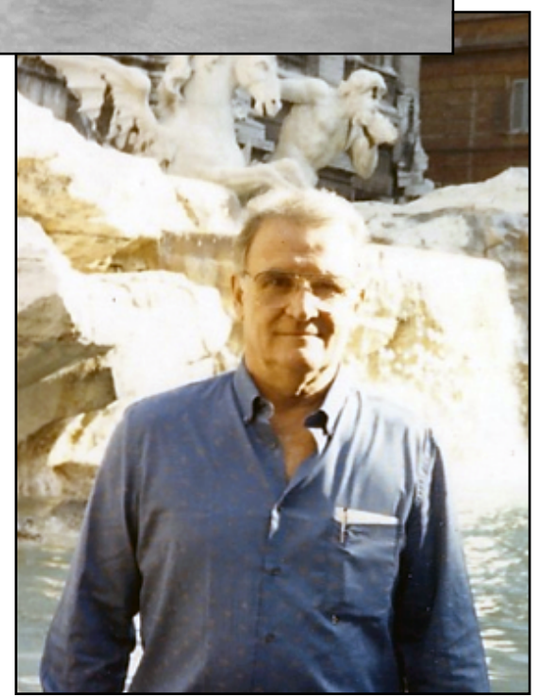






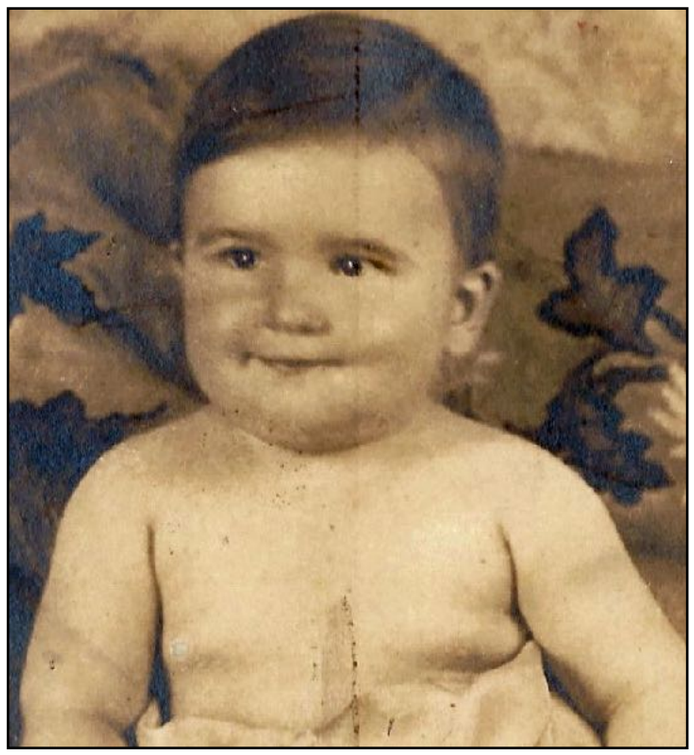






Francis (Frank) Joseph Morrissey was born on 25 October 1922, in Coldwater, Ohio to James Stephen Morrissey (1879-1952) of Fowler, Benton County, Indiana and Mary Eva Morrissey (1879-1958) of Butler Township, Mercer County, Ohio. Frank was one of two siblings; his sister Mary Jane was born three years earlier.

His mother Mary was a homemaker. His father James was a steam-fitter that worked the night shift in Department





50 at refrigerator pioneer Frigidaire Corporation, a General Motors subsidiary. Frigidaire had their Division Plant No. 1 located at 300 Taylor Street near downtown Dayton. Frank's father was one of 12,000 workers at the time in the company's Dayton-area factories.

During World War II Frigidaire division's two plants (Kettering

Boulevard being the other) produced propellers and aircraft machine guns for the war effort.

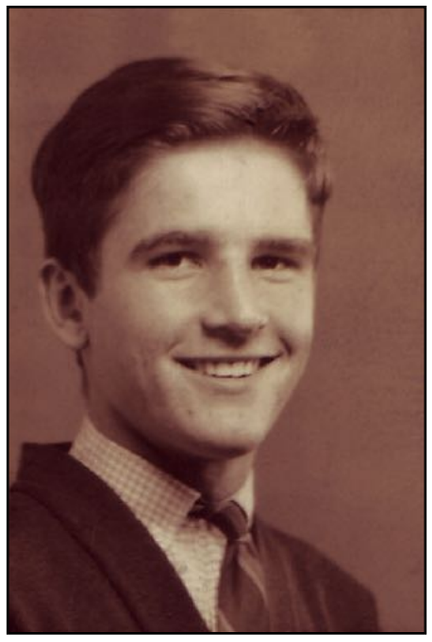
The Morrissey family lived in three different homes on the east side of Dayton from Frank's early years through his wartime service: first 250 Medford Street, then 332 Elverne Avenue and finally 231 Troy Street in Dayton.



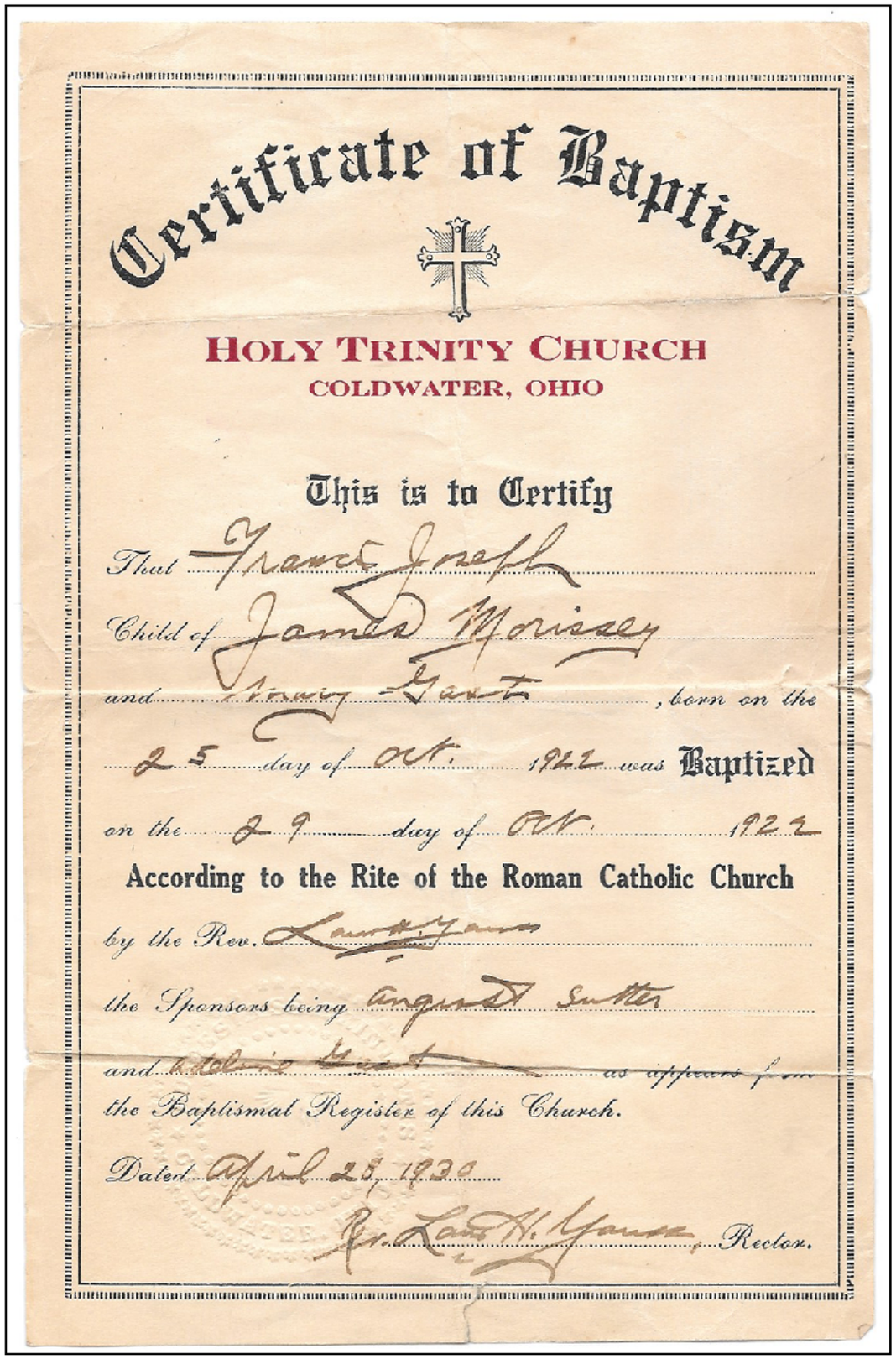
Frank's parents in June 1945

Frank attended grade school in Dayton at Holy Angels from 1928 to 1934 and Our Lady of the Rosary from 1934 to 1936.

In 1940 he graduated from Fairmont High School on Far Hills Avenue (State Route 48) in Kettering, Ohio. Frank did well in both academics and sports. He played varsity football - right guard for the Fairmont Dragons - receiving a letter for both the 1938 and 1939 seasons.





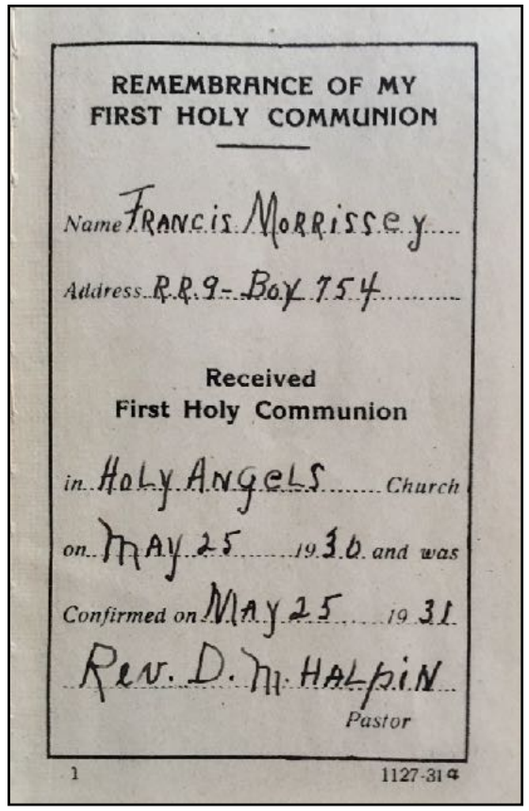


Certificate of Baptism

HOLY TRINITY CHURCH
COLDWATER, OHIO

This is to Certify

That Francis Joseph
Child of James Morrissey
and Trinity Gant, born on the
25 day of Oct. 1922 was Baptized
on the 29 day of Oct. 1922
According to the Rite of the Roman Catholic Church
by the Rev. Laurence Lyons
the Sponsors being August Sutter
and Adeline Hunt as appears from
the Baptismal Register of this Church.
Dated April 25, 1930
Rev. Laurence H. Lyons, Rector.



REMEMBRANCE OF MY
FIRST HOLY COMMUNION

Name Francis Morrissey
Address R.R.9 - Box 754

Received
First Holy Communion
in Holy Angels Church
on May 25 1930 and was
Confirmed on May 25 1931
Rev. D. M. Halpin
Pastor

1 1127-31

Above: Frank received his first Holy Communion from Reverend Dennis M. Halpin at Holy Angels Church in Dayton on 25 May 1930, and was Confirmed a year later.

Left: Frank's Certificate of Baptism states he was baptized at Holy Trinity Church in Coldwater on 29 October 1922.

REGISTRATION CARD—(Men born on or after January 1, 1922 and on or before June 30, 1924)

SERIAL NUMBER N. 238 | 1. NAME (Print) Francis Joseph Morrissey (First) (Middle) (Last) | ORDER NUMBER 12253

2. PLACE OF RESIDENCE (Print) 332 Elverne (Number and street) Dayton (Town, township, village, or city) Montg. (County) Ohio (State)

[THE PLACE OF RESIDENCE GIVEN ON THE LINE ABOVE WILL DETERMINE LOCAL BOARD JURISDICTION; LINE 2 OF REGISTRATION CERTIFICATE WILL BE IDENTICAL]

3. MAILING ADDRESS 332 Elverne (Mailing address if other than place indicated on line 2. If same insert word same)

4. TELEPHONE He 2065 (Exchange) (Number)

5. AGE IN YEARS 19 DATE OF BIRTH Oct 25 1922 (Mo.) (Day) (Yr.)

6. PLACE OF BIRTH Coldwater, O. (Town or county) (State or country)

7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS Mary Eva Morrissey

8. EMPLOYER'S NAME AND ADDRESS International Tool Co.

9. PLACE OF EMPLOYMENT OR BUSINESS East First St. (Number and street or R. F. D. number) (Town) (County) (State)

I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.

Francis J. Morrissey (Registrant's signature)

D. S. S. Form 1 (Revised 6-1-42) (over) 16—21630-3



Left:

A classified ad from The Dayton Herald, Monday, 23 March 1942, page 15

Source:

https://www.newspapers.com/image/412219745

REGISTRAR'S REPORT

DESCRIPTION OF REGISTRANT

RACE		HEIGHT (Approx.)		WEIGHT (Approx.)		COMPLEXION	
White	✓	6 ' 1 "		165		Sallow	
		EYES		HAIR		Light	
Negro		Blue		Blonde		Ruddy	✓
		Gray		Red		Dark	
Oriental		Hazel		Brown	•	Freckled	
		Brown	✓	Black	✓	Light brown	
Indian		Black		Gray		Dark brown	
				Bald		Black	
Filipino							

Other obvious physical characteristics that will aid in identification Scar over left eye

I certify that my answers are true; that the person registered has read or has had read to him his own answers; that I have witnessed his signature or mark and that all of his answers of which I have knowledge are true, except as follows:

Marianna Block (Signature of registrar)

Registrar for Local Board 13 (Number) Dayton (City or county) O. (State)

Date of registration June 27, 1942

LOCAL BOARD No. 13
FOR MONTGOMERY COUNTY
ROOM 500, AMERICAN BLDG
DAYTON, OHIO
(STAMP OF LOCAL BOARD)

(The stamp of the Local Board having jurisdiction of the registrant shall be placed in the above space)

U. S. GOVERNMENT PRINTING OFFICE 16—21630-1

After graduating high school Frank was employed at Hobart Manufacturing as an automatic screw machine operator, and prior to enlisting the International Tool Company at 434 E. First Street in Dayton as an apprentice tool maker.

On 18 July 1942, Frank enlisted as a Private in the U.S. Army Air Corps at Patterson Field's 3rd Station Air Depot, Fairfield (Fairborn), Ohio. He was assigned Army Serial No. 15318562.

He arrived at San Antonio Aviation Cadet Center at Randolph Field in San Antonio, Texas by 26 December 1942, to begin Pre-Flight School, and finished by 17 February 1943. This phase was divided into two parts and was attended by pilots, navigators, and bombardiers. The first six weeks was a compressed "boot camp" that concentrated on athletics and military training. This was followed by four weeks of academics. Students were taught the mechanics and physics of flight. Then they were taught to apply their knowledge practically by teaching them aeronautics, deflection shooting, and thinking in three dimensions. Cadets were also evaluated for 10 hours in a crude flight simulator called a "blue box", then performed a harrowing "ride-along" with a pilot-instructor for an hour. Those that passed were then permitted to attend the first phase of Pilot School - Primary Flight Training.

Frank was then assigned to the 303rd Flying Training Detachment in Cuero, Texas to start Primary Flight Training. This class began on 17 February 1943, and he graduated on 22 April of the same year. Also known as Elementary Pilot Training And Ground School, this phase was provided by Brayton Flying Service, an Army Air Forces (AAF) civilian contract flying school. Due to an increased need in pilots, the AAF shortened Primary from ten to nine weeks in January of the same year.

Brayton managed about 150 training aircraft in Cuero. On any given flying day each trainer was in the air about five hours.



Above - Left to Right: Robert L. (Bob) Snyder, Francis (Frank) Morrissey, C.F. (Butch) McCreesh and Paul R. Conn standing on the south side of East Main Street in Cuero, Texas, while attending Primary Flight Training in early 1943









Above: Frank at 332 Elverne Avenue, probably after graduation from Primary Flight Training
Right: 1943 Pilot School photographs

Next Page: Frank's Elementary Pilot Training And Ground School diploma issued by Brayton Flying Service

303rd AAF FLYING TRAINING DETACHMENT

Brayton FLYING SERVICE

CUERO, TEXAS

This is to certify that Morrissey, Francis J.

of the class of 43-H *has satisfactorily completed the prescribed course of elementary pilot training and ground school, and is hereby awarded this diploma this* Twenty second *day of* April

Nineteen Hundred and Forty three

COMMANDING
303rd AAF FLYING TRAINING DETACHMENT

Wyatt E. Brayton

PRESIDENT
BRAYTON FLYING SERVICE

Typically, students were classified as an Aviation Cadet (AV/C) when they had two year or more years of college, or scored high on the Aviation Cadet test. In contrast, an Aviation Student (AV/S) usually had less than two years of college or scored less than excellent on the Aviation Cadet test.

Both the AV/C and the AV/S received the same training and had the same responsibilities, but once the AV/C completed flight training he was commissioned as a Second Lieutenant, while the AV/S was appointed as a Flight Officer. A Flight Officer was equivalent in pay grade to a Warrant Officer Junior Grade (W.O.J.G.).

This system was later changed so that all pilots were commissioned.

The pilot of an aircraft was in command even if the co-pilot outranked him. If a Flight Officer was the pilot, the co-pilot, navigator and bombardier would be under his command, even if they were commissioned officers.

It was common for a B-17 or B-24 bomber crew to have many different combinations of Flight Officers, Second Lieutenants, First Lieutenants and occasionally Captains and Majors.

At Primary school, Morrissey spent a total of 61 hours and 55 minutes flying in the Fairchild PT-19A Cornell trainer - a two-seat open cockpit aircraft powered

with a 175 hp Ranger L-440 engine. It had a top speed of 124 mph and a maximum ceiling of 16,000 feet. The instructor sat in the front seat and the student in the rear.

Primary incorporated a system of underclassmen and upperclassmen. The training consisted of ground school training on aircraft recognition, navigation, radio operation, aircraft equipment, principles of flight, and link (flight simulator) training. The hands-on flight training consisted of flying patterns, stalls, spins, acrobatics, forced landing, and cross country flights. The failure rate was typically between 40% and 50% - usually for lack of ability or failure to follow instructions from their instructors. It was perceived by some students that Brayton civilian instructors were more strict than their Army counterparts.

Depending on academic and flight performance, students would usually start soloing (flying without an instructor) sometime in the second to fourth week of Primary Flight Training. When a student accumulated 30 hours of flight time they moved from the rear seat to the front seat of the trainer. The 30 hour mark also permitted students flying solo to practice spins and acrobatics.

Multiple “cross-country” flights were required prior to graduation from

Primary. About 100 miles in length each, these flights were pre-determined round trip routes that were drawn on a map strapped to the student's knee.

All of those in this class that completed Primary training in Cuero were next sent to Basic Flight Training in Waco, Texas.

Although scheduled to leave Cuero on Thursday, 22 April, Frank and his class didn't leave until Friday at 1:00 p.m. They arrive at Waco Army Air Field to begin training as Class 43-H at 6:00 p.m. on Saturday, 24 April 1943. The class finished this phase of training on 26 June.

This phase of Pilot School taught students to fly in formation, fly by instruments or by aerial navigation, fly at night and fly for long distances. Frank flew 71 hours and 45 minutes in the BT-13B Valiant - a 4,227 lb. 450 hp enclosed trainer with room for the instructor and two students. With a top speed of 155 mph produced by the sole Pratt and Whitney engine, the BT-13B also included operable landing flaps, a two-position variable pitch propeller and a two-way radio.

Instructors rated Frank's character and efficiency as "Excellent" during this training.

The "Ground School" portion of Basic was challenging. If grades fell below 75% in any subject, students didn't get to

go to town and had to attend night classes. Some students never made it to town.

Beginning on Wednesday the 26th of May, students were flying cross-country to both Jacksonville and Palestine, Texas. Night flying also begun the same day.

Night training was completed for all students by Thursday, 17 June.

On Monday, 21 June 1943, the students learned they were going to Lubbock, Texas for their next and final phase of flight training. Wednesday of this week was the last scheduled day of flying for Basic. They also received their Basic Flight Training Class 43-H “yearbooks” on this day.

Morrissey started the final flight training required to earn a Pilot rating - Advanced Flight Training - at Lubbock Army Air Field in Lubbock, Texas, with Class 43-H on 28 June 1943. There he was assigned to the 495th Squadron.



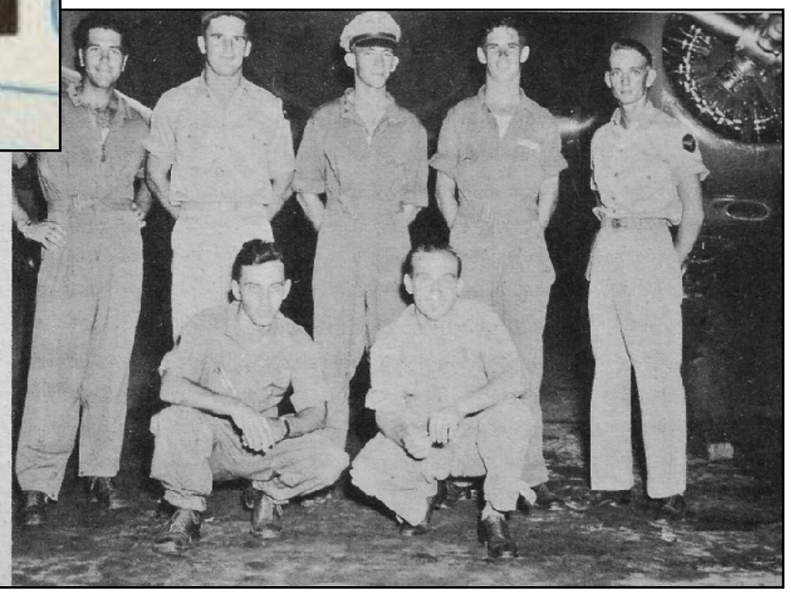
Above: A group of aviation cadets heading toward their assigned BT-13s.





F/O Francis J. Morrissey
332 Elverne Avenue
Dayton, Ohio
Primary—Cuero, Texas
Basic—Waco, Texas





(Left to Right)
J. E. Prouty
F. J. Morrissey
LT. R. H. WYCHE
C. O. Primrose
L. N. Lindgren
(Kneeling)
J. D. Myer
H. D. Snider

Left: Some of Frank's Class 43-H Basic and Advanced Flight Training class photos; the yearbook photo was taken on Monday, 2 August 1943

Advanced Flight Training placed Class 43-H Basic Flight Training graduates into one of two categories: single-engined (sent to Blockland at Foster Field in Waco) and multi-engined. All of the Aviation Students in this class were sent to multi-engined training at Lubbock.

Frank first learned to fly the two-engine 245 hp (each) 175 mph AT-17 Bobcat, and then the two-engine 295 hp (each) 197 mph AT-9 Fledging advanced trainer. Frank flew 77 hours and 40 minutes in

Advanced school before graduating and getting his pilot's wings.

Instructors rated Frank’s character and efficiency as “Excellent” during this training.

Advanced school was a more complex continuation of the same training experienced at Basic Flight Training. As with the previous phases of training, it consisted of ground school, physical training, inspections, etc. Flying became more difficult with detailed navigation for long distances, additional instrument flying, radio procedures with landing fields, and intensive night flying. The major difference in training was the transition to a twin engine airplane that had retractable landing gears and electrically operated flaps. Twin engine planes require the additional skill of synchronizing the speed of the two engines.

Students started in the slower 5,700 lb. Cessna AT-17 “Bobcat” trainer. It was made of wood and tubular steel with a fabric covering. This construction gave it the nickname of “Bamboo Bomber” with a second name of “Double Breasted Cub.” The landing speeds were relatively slow, similar to the planes in the Primary and Basic schools. The AT-17 landed and stalled a lot slower than the BT-13B.

The next plane the cadets trained in was the 6,062 lb. Curtiss AT-9 “Fledging” nicknamed “Jeep”, with all metal construction. The AT-9 was a faster and more difficult twin engine trainer than the AT-17. The handling of this plane made it ideal training for pilots who would go on to fly high performance aircraft.

The main daily schedule was flying from 7:30 a.m. to 1:00 p.m., three hours of ground school in the afternoon, one hour of physical training and finally link training at night. Alternating each day, they flew in the evening one day and morning the next.

The class started flying cross-country on Tuesday, 20 July. On Saturday the 24th they flew cross-country at low altitudes to both Portales and Canyon, New Mexico, then back to Lubbock.

Night flying comprised 20 hours of the 70 hours required in Advanced school.

In early August students transitioned to AT-9s.

On Saturday, the 7th of August the class conducted night flying to Albuquerque, New Mexico and El Paso, Texas. Then they traveled across the river and border into Juarez, Mexico and back across the border to Lubbock the same night.

A survey of World War II elimination rates showed that 18 percent of aviation cadets with a high school diploma washed out of aircrew training, compared to 15 percent of those with one to four years of college.

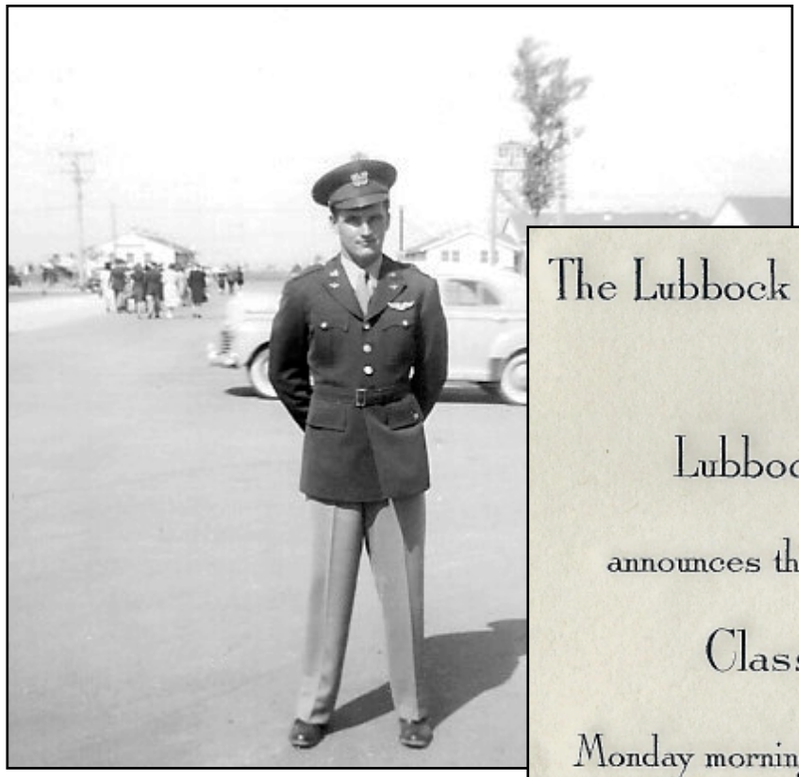
With respect to age, elimination rates during World War II were lowest among students 18-19 years old and that the washout rate increased for each higher age group.

The Army had eliminated the 2-year college requirement and lowered the minimum age for pilot training, believing it could maintain a large applicant pool, and therefore improve the overall quality of training graduates.

About 90 percent of the aviation cadets who came into the service during World War II with at least two years of college had attained the rank of captain or higher compared to 83.7 percent of those with less than two years of college.

Regardless of age or education, all pilot training was very dangerous. In the AAF there were 52,651 stateside aircraft accidents during the War, killing 14,903 airmen; it is assumed that the vast majority were trainees. In just three months within 1943 - August to October - 3,041 AAF planes - more than 33 per day met with accidents stateside, killing nine men per day. In August of 1943 alone, 590 airmen would die stateside, an average of 19 per day.

On Monday, 30 August 1943, Frank graduated with Class 43-H with his sister Mary Jane present for the ceremonies. This was the 16th class to graduate since Lubbock Army Air Field began turning out twin-engine bomber, fighter and transport pilots in 1942. After graduation many would leave for transitional training - swapping their twin-engine trainers for four-engine Flying Fortresses, Liberators and other aircraft. All graduates were sworn in as U.S. Army officers by Secretary of the Pilot School Major Russell D. Shively. These former cadets were now either commissioned second lieutenants, or in Frank's case, appointed a Flight Officer.



The Lubbock Army Air Field

of

Lubbock, Texas

announces the graduation of

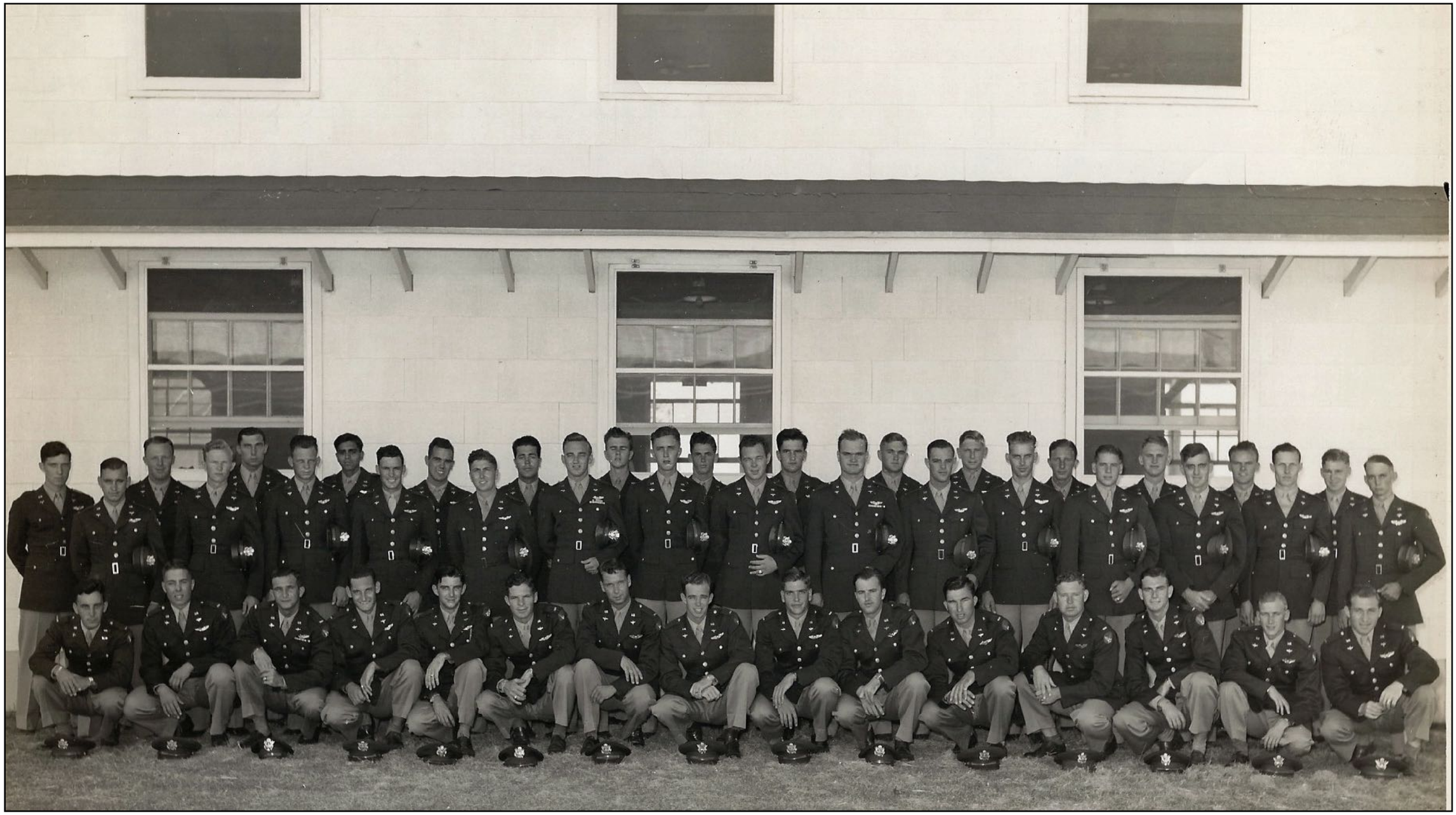
Class 43-H

Monday morning, August thirtieth

nineteen hundred and forty-three

at ten o'clock





Frank is standing in the rear row near the middle window with Class 43-H
on graduation day, 30 August 1943



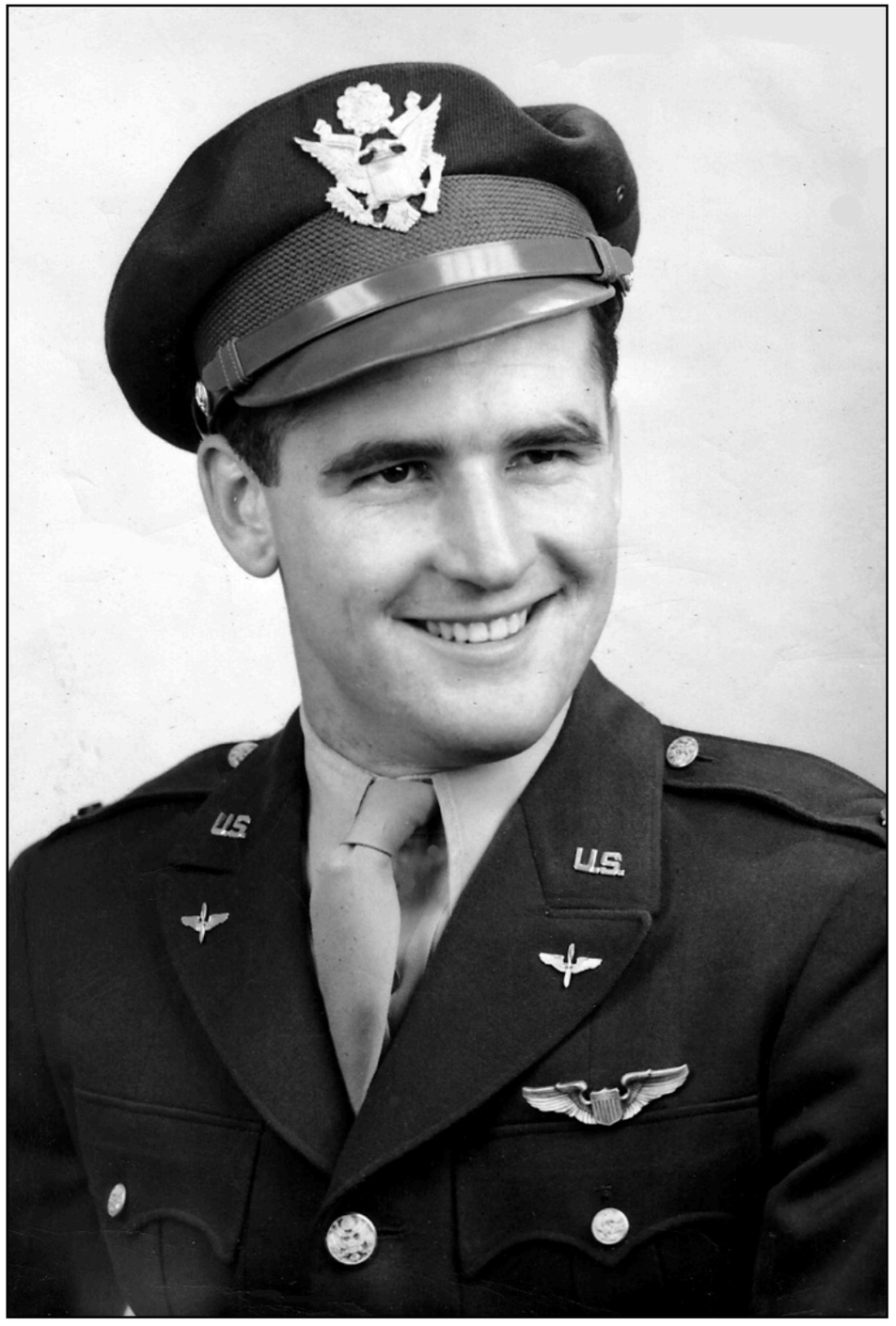
Above: Flight Officer Morrissey at his parents' home at 332 Elverne Avenue in Mad River Township, Montgomery County after graduation



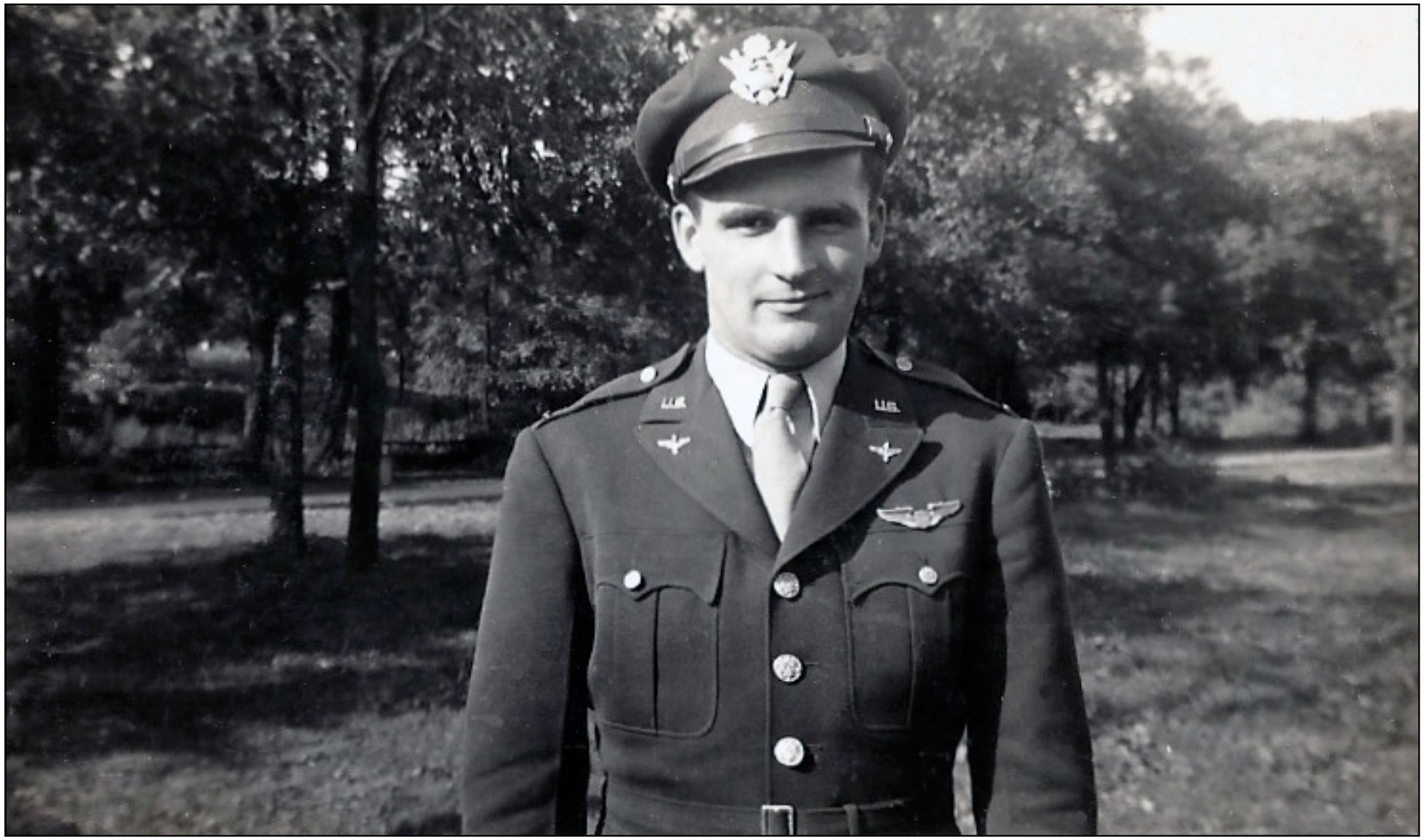
Above: Frank with his sister Mary Jane



Above: Frank with his parents



Above: A portrait of Frank taken after graduation



Above is another photograph of Frank as a Flight Officer, probably taken a short time before reporting for training at Alamogordo Army Airfield in New Mexico. He is now wearing a commissioned officer's cap device. After their appointment it was common for Flight Officers to switch from the "Eagle Rising" cap device used by U.S. Army warrant officers to the one worn by commissioned officers.

[CHAPTER 493]

AN ACT

To create the title of flight officer in the Army Air Forces, to amend the Army Aviation Cadet Act, and for other purposes.

July 8, 1942
[S. 2553]
[Public Law 658]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby created for the Army Air Forces the title of "flight officer." A flight officer shall have the rank, pay, and allowances, provided for a warrant officer, junior grade, and shall take rank as of the date of appointment. Flight officers shall be entitled to the benefits of all existing laws or regulations covering retirement, pensions, and disability as are applicable to members of the Army of the United States when called or ordered into the active military service of the United States under existing statutory authorizations and shall be entitled to longevity pay as provided for warrant officers in section 1 of the Act of August 21, 1941 (Public Law 230, Seventy-seventh Congress). Flight officers (warrant officers, junior grade) appointed under this authority shall not be limited by the restriction as to numbers established by section 3 of the Act of August 21, 1941 (Public Law 230, Seventy-seventh Congress).

Flight Officer Act.
Title of "flight officer" created; rank, pay, etc.

Benefits.

Longevity pay.

55 Stat. 651.
10 U. S. C., Supp. I, § 593a.

SEC. 2. The provisions of section 3 of the Army Aviation Cadet Act of June 3, 1941, are hereby suspended for the duration of the present war and for six months thereafter except as to any person who has enlisted or who has been appointed as an aviation cadet prior to the date of enactment of this Act. During such period and under such regulations as the Secretary of War may prescribe, male citizens of the United States may enlist as aviation cadets and men having an enlisted status in the Army of the United States may be appointed by the Secretary of War as aviation cadets. All enlistments shall be for the period of the duration of the present war and for six months thereafter unless sooner terminated by the President. Upon successful completion of the prescribed course of training and instruction and under such regulations with respect to selection as the Secretary of War may prescribe, each such cadet shall be commissioned as a second lieutenant in the Army of the United States under the provisions of the Act of September 22, 1941 (Public Law 252, Seventy-seventh Congress), or appointed as a flight officer in the Army of the United States. Under such regulations as the Secretary of War may prescribe, the status, pay, and allowances of any aviation cadet who fails to complete successfully the prescribed course of training and instruction may be terminated and for the remainder of the war and six months thereafter he may be required to serve in any enlisted grade with the pay and allowances of such grade.

55 Stat. 652.
10 U. S. C., Supp. I, § 591a.
Army Aviation Cadet Act.
Suspension of section 3; exception.
55 Stat. 239.
10 U. S. C., Supp. I, § 299.
Enlistments, etc.

Commissions or appointments on completion of course.

55 Stat. 728.
10 U. S. C., Supp. I, § 484 note.
Failure to complete course.

SEC. 3. During the continuance of the present war and for six months thereafter, the Secretary of War is authorized, under such regulations as he may prescribe, to make temporary appointments as flight officers in the Army of the United States from among men having an enlisted status in the Army of the United States who have received training as aviation students.

Temporary appointments as flight officers.

SEC. 4. Pursuant to such regulations as the Secretary of War may prescribe, flight officers may be appointed, by selection, to the grade of second lieutenant and, upon such appointment, shall be commissioned in the Army of the United States under the provisions of the Act of September 22, 1941 (Public Law 252, Seventy-seventh Congress).

Appointments of flight officers as 2d lieutenants.

55 Stat. 728.
10 U. S. C., Supp. I, § 484 note.

SEC. 5. Any person who has completed the prescribed course of training and instruction as an aviation cadet or aviation student and has served in time of war as a commissioned officer or flight officer in the Army of the United States may, under such regulations as the Secretary of War may prescribe, be appointed an officer in the Air Corps Reserve.

Air Corps Reserve officers, appointments.

55 Stat. 240.
10 U. S. C., Supp. I, § 304a.
Post, p. 1040.
Flight officers.
Allowance for uniforms.

SEC. 6. Section 4 of the Army Aviation Cadet Act of June 3, 1941, is hereby amended by striking out the last sentence thereof and by substituting the following in lieu thereof: "Any person appointed as a flight officer in the Army of the United States shall be entitled at the time of such appointment to an allowance of $150 for uniforms."

55 Stat. 240.
10 U. S. C., Supp. I, § 308a.
Government life insurance.

SEC. 7. Section 5 of the Army Aviation Cadet Act of June 3, 1941, is hereby amended to read as follows:

"SEC. 5. Aviation cadets who are undergoing courses of instruction which require them to participate regularly and frequently in aerial flights shall be issued insurance in the amount of $10,000 under the National Service Life Insurance Act of 1940 (54 Stat. 1008), as amended, except that the premiums shall be paid by the Government. Upon being commissioned as second lieutenants or appointed as flight officers and until permanently relieved from duty involving participation in regular and frequent aerial flights, the insurance provided for aviation cadets or aviation students under this or other existing law shall continue but the premiums shall be deducted from the pay of the individual concerned and paid, as the Secretary of War may direct, to the Administrator of Veterans' Affairs. Upon being permanently relieved from duty involving participation in regular and frequent aerial flights, release from active duty, or discharge, the insurance of aviation cadets, flight officers, and officers may be continued at the option and at the expense of the individual concerned."

38 U. S. C., §§ 801–818; Supp. I, § 802.
Ante, p. 88; *post*, pp. 657, 796.

Short title.

SEC. 8. This Act may be cited as the "Flight Officer Act."

Approved, July 8, 1942.

This Page: The "Flight Officer Act" of 8 July 1942

As previously stated, a Flight Officer (F/O) was a rank equivalent to a junior grade warrant officer and was reserved mainly for those pilots under 21 years of age with only a high school diploma.

Financially, Flight Officers were actually a little better off than their commissioned counterparts. Their $150 per month in basic pay was the same as that of junior grade warrant officers and second lieutenants and, like other officers, they received another $75 (50% of basic pay) as flight pay. But where the overseas cost-of-living allowance for commissioned officers was 10% of their basic pay, it was 20% for warrant officers. Thus, a second lieutenant collected $240 in combat, while a Flight Officer drew at least $255 and often more because of his added time in service.

Like many Flight Officers sent to a theater of operations during World War II, Frank eventually received a direct commission as a second lieutenant, with a date of rank of 9 April 1944.

The class received their Pilot Badge from Major Alvin L. Smith, commander of the 495th Two-Engine Flying Training Squadron, and Captain Thomas O. Marshall, commander of the 72nd Two-Engine Flying Training Group.

An Advanced Flight Training class photo in an earlier part this chapter shows cadets Clyde Odis Primrose and Francis J. Morrissey training together.

In Clarence P. Cowart's book, *A Fallen Angel*, the author writes in chronological order the movement of F/O Primrose after graduating from Class 43-H with Morrissey at Lubbock Army Air Field. First, to Clovis Army Airfield and Alamogordo Army Airfield in New Mexico; next to Herington, Kansas; and finally, the harrowing phased journey from Morrison Field at West Palm Beach, Florida to Manduria, Italy.

Much of the following information specific to Frank's initial crew training on B-24's and his multi-stop flights from the Americas to Manduria, Italy is taken from *A Fallen Angel*, used in combination with copies of official AAF movement orders, and most importantly, summaries of interviews conducted with the other pilot on Morrissey's first B-24 Liberator, F/O Francis S. Rzatkowski.

Frank was then assigned to the 302nd Bombardment Group (H) AAB, Clovis, New Mexico, located not far from Lubbock. The 302nd was a collection and assembly point for pilots and crews prior to being sent to units or transition training as complete crews. Bomb groups were activated and trained as units prior to going overseas to combat. This time was spent on paperwork, lectures, link training, bomb training, and organizing crews.

Crew and staff officers began to be transferred from Clovis to squadrons in

the 450th Bombardment Group (H) in Alamogordo, New Mexico as early as May of 1943.

Morrissey, Primrose and the remaining graduates arrived at Clovis on Tuesday, 31 August. The pilots slept two to a room in “tar paper” barracks.

Laundry service was bad in Clovis. It took 10 days to get washed laundry back and a week to get dry cleaning back. Most officers had only three or four suits of kakis, and thus, it was challenging to keep clothes clean. In addition, they had to pay $34.50 in advance for one month of officer's mess tickets for food and it was reported that the food wasn’t as good as they had at Lubbock.

On Saturday the 11th of September Primrose had wrote that pilots had already spent a good amount of time in the link trainer, as well as conducted bomb training in the evening. He also reported that he had been assigned to a crew of 10, which he had yet to meet.

Special Orders No. 258 dated 15 September 1943, relieved Frank from the 302nd and assigned him as a Co-Pilot (CP) to Crew No. 302-9-59 - one of 23 crews to be transferred from Clovis to Alamogordo with the 450th. The movement orders began on the 16th with a report date not later than 2400 hours (midnight) on 27 September. These orders stated that this would be Morrissey’s final (10 day) leave prior to

departure overseas. Once in Alamogordo crews would begin training as a combat group prior to being assigned to overseas duty. By this time the pilots knew they would be flying the four-engine B-24 Liberator heavy bomber.

By 20 September, the 450th had 24 complete crews at Alamogordo Army Air Field. Although the 450th officially moved to the Field in July of 1943, it wasn't until late September that crews began their combat group training required prior to being assigned to overseas duty.

Two squadrons were originally planned for Alamogordo. Thus, it had insufficient room or runways for four squadrons. In addition, at first, some crews were housed in tents. A rapid building program was started to build additional buildings, most of which were wooden frames covered with tar paper. The desert heat and the lack of cooling facilities made life unpleasant until cool weather arrived.

Accelerated crew training in Alamogordo was divided into four phases, with flying and ground school mixed in each phase. The first phase was designed to increase individual job proficiency, develop team work and to become familiar with equipment. Pilots were getting their first experience with the B-24.

AIR BASE HEADQUARTERS
Army Air Base
Clovis, New Mexico

SPECIAL ORDERS)
NO.....258)

15 Sept 1943

E X T R A C T

1. The fol named 2 HB Crews are reld fr atchd 302nd Bomb Gp and are asgd to 450th Bomb Gp, AAB, Alamogordo, N. Mex and directed to proceed thereto o/a 16 Sept 1943 via bus a/c and/or rail RUAT to CO thereof not later than 2400 27 Sept 1943 for dy. TPA is auth at individuals expense for purp of disposing of veh as automobiles will not be taken to new sta. Dependents will neither accompany nor join personnel. For the EM, it being impracticable for the Govt to furn rat in kind, the FD at Alamogordo, N. Mex will pay the mon alws in lieu thereof as prescribed in AR 35-4520 dd 24 Feb 1943 a/r $2.25 per day per man for rat for one-third (1/3) days rat. A delay of ten (10) days auth enroute as this is final lv. Cl 4 priority auth for travel by com ap (WD Cir #39, 1942). EM in this movement were last rat to include supper 15 Sept 1943 and dptd this sta at approx 0230 16 Sept 1943 via rail and/or bus. TDN. TOT. 1-5250 P 431-02 A 0425-24. Auth: TWX 16TH BOTW S 651 E, 120142Z & 2AF Memo 35-15 dd 12 May 1943:

CREW #302-9-59
S 2ND LT TOMMY F. BRUNER, O-664262, P
S F/O FRANCIS J. MORRISSEY, T-122555, CP
S 2ND LT RAYMOND K. JENNINGS, O-412214, B
Sgt Leon (NMI) Levis, 12180323, E
Sgt Rodman Z. Reade, 19181013, R
Sgt Guy R. Walters, 36361955, AE
Sgt Donald J. Timmerwilke, 16162448, AE
Sgt Lloyd W. McLaughlin, 36560979, AG
Sgt Fred B. Kemp, 34720470

CREW #302-9-63
M 2ND LT WILLIAM A. NOLTE, JR, O-735637P
S F/O FRANK M. PAINTER, R., T-122557, CP
S 2ND LT NEIL E. SIMMONS, O-748108, B
Sgt Herbert J. Wood, 38313439, E
Sgt Ronald G. Linkous, 35447016, R
Sgt Robert (NMI) VanSandt, 14121310
Sgt Alphonse S. Dominski, 12053200, AE
Sgt Richard L. Weaver, 16150094, AG
Sgt Russell (NMI) Archibald, 12052442 AAG

CREW #302-9-71
M 1ST LT JOHN (NMI) McLAUGHLIN, O-661518, P
S F/O CLYDE C. PRIMROSE, T-122559, CP
S 2ND LT CARL G. WALKER, O-749629, B
Sgt Anthony J. Kosak, 31211476, E
Sgt Lowell E. Root, 35157141, R
Sgt Roy D. Maxwell, 35589783, AE
Sgt Albert (NMI) Feuer, 15354263, AG
Sgt James M. Reese, 33497166, AAG

CREW #302-8-109
S 2ND LT JORGEN M. J. AUGUSTINBERG, O-684223, P
M 2ND LT JAMES M. BIBB, Jr., O-691386, CP
S 2ND LT THOMAS K. LOVEN, O-749650, B
S/Sgt Joseph L. Goodman, 14003610, E
Sgt John M. Sternberg, 11101859, R
Sgt Chester J. Kraska, 13095198, AE
Sgt Paul C. Young, 16100556, AE
Sgt Jack W. Means, 33232161, AG
Sgt Donald R. Amundson, 37661211, AAG

CREW #302-9-67
M 1ST LT DEWITT C. DAWKINS, JR, O-793078, P
S 2ND LT EDWARD W. SCHLEIER, JR, O-691410, CP
S 2ND LT STANLEY C. TRIVETT, O-748684, B
Sgt Max E. McClaskie, 15334846, E
Sgt Carl (NMI) Graziano, 12190501, R
Sgt Howard (NMI) Barnett, 15335509, AE
S/Sgt Norman A. Kath, 20715507, AE
Pvt Walter L. Crotty, 35428506, AG
Sgt Harry V. Haver, Jr., 35602806, AAG

CREW #302-8-112
S 1ST LT ROBERT W. EDWARDS, O-1699465, P
S 2ND LT ROBERT L. FARMER, O-661089, CP
S 2ND LT THOMAS H. ALLEN, O-688733, B
Sgt William J. Signs, 35347128, E
Sgt Joseph T. Baz, 15354645, R
Sgt Frank (NMI) Gentile, 32624030, AE
Sgt Ryan D. Hamper, 14025003, AE
Sgt Michael (NMI) Dollario, 32374098
Sgt Melvin L. Openshaw, 39551615, AAG

CREW #302-9-64
M 2ND LT FRANK A. BRUSEK, O-792058, P
M 2ND LT WILLIAM R. WRIGHT, O-691025, CP
S 2ND LT ARTHUR R. STRATHIE, O-749626, B
S/Sgt Edward J. Sullivan, 31081590, E
Sgt Thomas F. Gamble, 16162507, R
Sgt Roy M. Gaertig, 16170720, AE
Sgt Adam E. Wood, 15338627, AE
Sgt John A. Blaszczak, 32747151, AG
Sgt Eugene (NMI) DiGiovanni, 32638997, AAG

CREW #302-8-117
M 2ND LT PAUL B. CANTRELL, O-795355, P
M 2ND LT ELMER (NMI) ADRIAN, O-691131, CP
M 2ND LT LAWRENCE H. MILES, O-749728, B
Sgt Scott M. Aylesworth, Jr, 14163459, E
Sgt Jack R. Nee, 37423954, R
Sgt Victor J. Monkus Jr., 13136982, AE
Sgt Harley O. Tedford, 16129926, AE
Sgt Howard R. Barkley, 39553433, AG
Sgt Charles J. Bynton, 14133651, AAG

-1-

SO #58 Hq 450th Bomb Gp (H), 21 September 1943. Par 1, Cont'd

Crew #302-9-3
2ND LT THOMAS S SEABURY, 0796891, P
1ST LT WARREN C BLIM, 0442439, CP
F/O PATRICK J McGINNITY, T-121641, B
Sgt Henry N Erickson, 39611815, E
Sgt Edward F Herrmann, 32565456, R
Sgt Corbett, E Roberson, 18184782, AE
Sgt Edwin Hoime, 37321318, AE
Sgt Samuel E Armstrong, 18047625, AG
Sgt Bryan K Beard, 19085816, AAG

Crew #302-8-193
2ND LT WILLIAM A CLARKE, 0793069, P
2ND LT THEODORE R TAUFEST, 0689404, CP
2ND LT THEODORE W SCHUNK, 0747626, B
Sgt Daniel G Chaplin, 11089458, E
Sgt Stanley B West, 11116525, R
Sgt Wilfred A Lafond, 31109837, AE
Sgt William J McCarthy, 11117954, AE
Sgt Russell E Gilmore, 36728986, AG
Sgt Lyle R Drager, 37543525, AAG

Crew #302-8-194
1ST LT WILLIAM E RENO JR, 0737650, P
F/O HAROLD J HOUGHTON, T-122632, CP
2ND LT ALLEN K DRAKE, 0688986, B
Sgt Maynard J Lawson, 15064826, E
Sgt Armond E Miller, 12190952, R
Sgt Harry A Kendarian, 39236900, AE
Sgt Roger W Goodson, 34385543, AE
Sgt Arthur H Mainard, 37497683, AG
Sgt Wilbourn C Schultz, 36442705, AAG

Crew #302-8-195
2ND LT AMOS B SHARRETS, 0667575, P
2ND LT LeROY D TATE, 0689403, CP
2ND LT JAMES T MORRIS JR, 0747670, B
S/Sgt Robert E Monahan, 31135290, E
Sgt Carl M Merecki, 16159870, R
Sgt Richey E Nelson, 18118403, AE
Sgt Jerry Curreri, 32629955, AE
Sgt Robert S Bulkley, 32674281, AG
Sgt Jessie C Cummings, 18082504, AAG

722ND BOMBARDMENT SQUADRON (H), AAF

Crew #302-9-59
2ND LT TOMMY F BRUNER, [illegible], P
F/O FRANCIS J MORRISSEY, T-[illegible], CP
2ND LT RAYMOND K JENNINGS, [illegible], B
Sgt Leon Levis, 12180323, E
Sgt Rodman Z Reade, 19181013, R
Sgt Guy R Walters, 36361955, AE
Sgt Donald J Timmerwilke, 16162448, AE
Sgt Lloyd W McLaughlin, 36560979, AG
Sgt Fred B Kemp, 34720470, AAG

Crew #302-9-67
1ST LT DEWITT C DAWKINS JR, 0793078, P
2ND LT EDWARD W SCHLEIER JR, [illegible], CP
2ND LT STANLEY C TRIVETT, 0748684, B
Sgt Max E McClaskie, 15334846, E
Sgt Carl Graziano, 12190501, R
Sgt Howard Barnett, 15335509, AE
S/Sgt Norman A Kath, 20715507, AE
Pvt Walter L Crotty, 35428506, AG
Sgt Harry V Haver, Jr, 35602806, AAG

Crew #302-9-63
2ND LT WILLIAM A NOLTE, JR, 0735637, P
F/O FRANK M PAINTER, R, T-122557, CP
2ND LT NEIL E SIMMONS, 0748108, B
Sgt Herbert J Wood, 38313439, E
Sgt Ronald G Linkous, 35447016, R
Sgt Robert VanSandt, 14121310, AE
Sgt Alphonse S Dominski, 12053200, AE
Sgt Richard L Weaver, 16150894, AG
Sgt Russell Archibald, 12052442, AAG

Crew #302-9-71
1ST LT JOHN McLAUGHLIN, [illegible], P
F/O CLYDE C PRIMROSE, T-[illegible], CP
2ND LT CARL G WALKER, [illegible], B
Sgt Anthony J Kosak, 31211476, E
Sgt Lowell E Root, 35157141, R
Sgt Roy D Maxwell, 35589783, AE
Sgt Melvin Feuer, 15354263, AG
Sgt James M Reese, 33497166, AAG
Sgt Albert Slinkard, 39259671, AE

Crew #302-9-64
2ND LT FRANK A BRUSEK, 0792058, P
2ND LT WILLIAM R WRIGHT, [illegible], CP
2ND LT ARTHUR R STRATHIE, [illegible], B
S/Sgt Edward J Sullivan, 31081590, E
Sgt Thomas F Gamble, 18162507, R
Sgt Roy M Gaertig, 16170720, AE
Sgt Adam E Wood, 15338627, AE
Sgt John A Blaszczak, 32747151, AG
Sgt Eugene DiGiovanni, 32638997, AAG

Crew #302-9-73
F/O HOBERT R MADDUX, [illegible], P
2ND LT ROBERT W POORE, [illegible], CP
2ND LT VERNON J TIPTON, [illegible], B
Sgt Harold C Vlass Jr, 11114271, E
Sgt Richard J Van Roden, 13154662, R
Sgt Harold D Bosserman, 13121503, AE
Sgt Edwin F Vrla, 18176402, AE
Sgt Thomas J Ryan, 16036083, AG
Pfc James A Forti, 11044953, AAG

2

In the second phase the complete crew practiced bombing, extensive air to ground gunnery and air to air gunnery on towed targets. Some simulated bomb runs covered long distances at altitudes as high as 20,000 feet, while on oxygen.

The third phase consisted of navigational skills at all altitudes, over long distances. The final phase was mainly close formation flying combined with navigation, simulated bomb runs, and flying at different altitudes, with phases two through four being conducted both day and night.

Special Orders No. 58 dated 21 September 1943, assigned Frank and his crew to the 722nd Bombardment Squadron (H). This group of squadrons - the 720th, 721st, 722nd and 723rd - would eventually contain approximately 70 complete crews.

On 19 November 1943, Special Orders No. 309 were issued to move the 450th to Herington Army Airfield, a Kansas-based staging area used for overseas movement. The move would be in phases - 10 crews per day for six days - starting on 20 November, by aircraft with only personal luggage.

The orders stated that Morrissey's crew was assigned to depart for Herington on B-24H Serial No. 41-28603, the "Chiquita Mia", the morning of 23 November.

Sqn. A/C # NAME SN
x3

S-E-C-R-E-T

CLASSIFIED SECRET
by CO,AB, Alamogordo,
New Mexico
Initials LLB

HEADQUARTERS
ARMY AIR BASE

Alamogordo, New Mexico
19 November 1943

SPECIAL ORDERS)
NUMBER.....309)

E-X-T-R-A-C-T

* * *

1. The flight echelon, 450th Bomb Gp (H), sq and pers as per atchd roster, is trfd to the AAB, Herington, Kans; first units departing 20 Nov 1943. Aircraft, with crews and passengers as indicated on atchd roster, will depart and arrive on dates indicated below:

Depart 20 Nov 1943, and arrive o/a noon 20 Nov 1943:

Aircraft Numbers

42-52161	41-29213
42-52090	41-28620
42-52143	42-64454
41-29228	42-7752
41-29226	42-7724

Depart 21 Nov 1943, and arrive o/a noon 21 Nov 1943:

Aircraft Numbers

42-52095	41-28592
41-28579	41-29224
42-52163	41-29222
42-52164	41-28622
42-7710	42-64455

Depart 22 Nov 1943, and arrive o/a noon 22 Nov 1943:

Aircraft Numbers

41-28227		42-52112
41-28618		42-7746
41-29255		42-6448
41-29212		41-28604
41-29188	42-52109	42-64446

Depart 23 Nov 1943, and arrive o/a noon 23 Nov 1943:

Aircraft Numbers

42-52119	42-52068
42-7742	41-28603
42-52142	43-52152
42-64443	42-7753
42-7728	42-52141

Depart 24 Nov 1943, and arrive o/a noon 24 Nov 1943:

Aircraft Numbers

42-7714	42-7731
42-52122	42-52096
41-29221	42-52005
42-7740	42-52144
41-29252	42-7760

ROSTER OF FLIGHT ECHELON, 450TH BOMBARDMENT GROUP (H)
(Continued)

Sgt	Maurice W Moore, 12159977, G	Sgt	Ralph K Gauker, 33188179, RM
Sgt	Richard S Manduso, 13107093, CC	2D LT	JAMES G WRIGHT, 0442499, Asst Opns O

Ship No. 42-52142

*	COLONEL JOHN S MILLS, 0117106; Gp Comdr	Sgt	William J Fili, 13151977, AE
	2D LT DANL V VARVIL, 0749361; P	Sgt	Randolph F Hancy, 13120901, AR
	2D LT LENUS A BAHTI, 0691468, CP	Sgt	John C Foster, 39121479, G
	2D LT GLEN E BOYLE, 0690621, N	Sgt	Charles P Kourvelas, 34505366, AG
	2D LT EDWARD W BELL, 0747567, B	1ST LT	JEROME R GOLDWARG, 0795232; Gp N
Sgt	Robert B Culver Jr, 16169319, E	Sgt	Robert J Bohannon, 18219153, R
Sgt	Paul Swearingen, 16146307, R	Sgt	Thomas S Cox, 32377949, C Cf

Ship No. 42-64443

1ST LT	JOHN C GIRAUDO, 0739765; P	Sgt	John H Reardon, 11106748, AR
2D LT	STANLEY A WHITE, 0691026, CP	S/Sgt	Charles F Barr, 38181953, G
2D LT	FRANKLIN A SHERRILL, 0809743, N	S/Sgt	Russell C Privateer, 32478232, AG
2D LT	EDWARD J POMERVILLE, 0676522, B	2D LT	JEROME P BOWES III, 0749709, B
S/Sgt	William C Brown, 35451337, E	Sgt	Harry Distritzky, 39529611, R
T/Sgt	Vernon L Johnson Jr, 16068282, R	Sgt	Jesse M Alexander, 14156050, C Cf
S/Sgt	John Manak, 36328772, AE	T/Sgt	Bruce C Selby, 39536929, Bomsgt M

Ship No. 42-7728

2D LT	ERNEST F JOHN, 0681426, P	S/Sgt	Richard E McCorkle, 19062437, AR
2D LT	JORGEN J J AUGUSTENBORG, 0684223, CP	S/Sgt	Norman J Kirkland, 17076571, G
		Sgt	Raymond H Strautman, 16034427, AG
2D LT	LAWRENCE J SMITH, 0809749, N	2D LT	HAROLD A FELDER, 0690070, CP
2D LT	HAROLD B GLADSTONE, 0682571, B	Sgt	Francis H Smith, 14084055, R
Sgt	Robert E Beshore, 13094566, E	S/Sgt	Herbert R Taylor, 38137167, C Cf
S/Sgt	Donald VanDeusen, 12203261, R	Sgt	Donald B Schanel, 36629926 Eng Clk
Sgt	Joseph Bernstein, 13119692, AE		

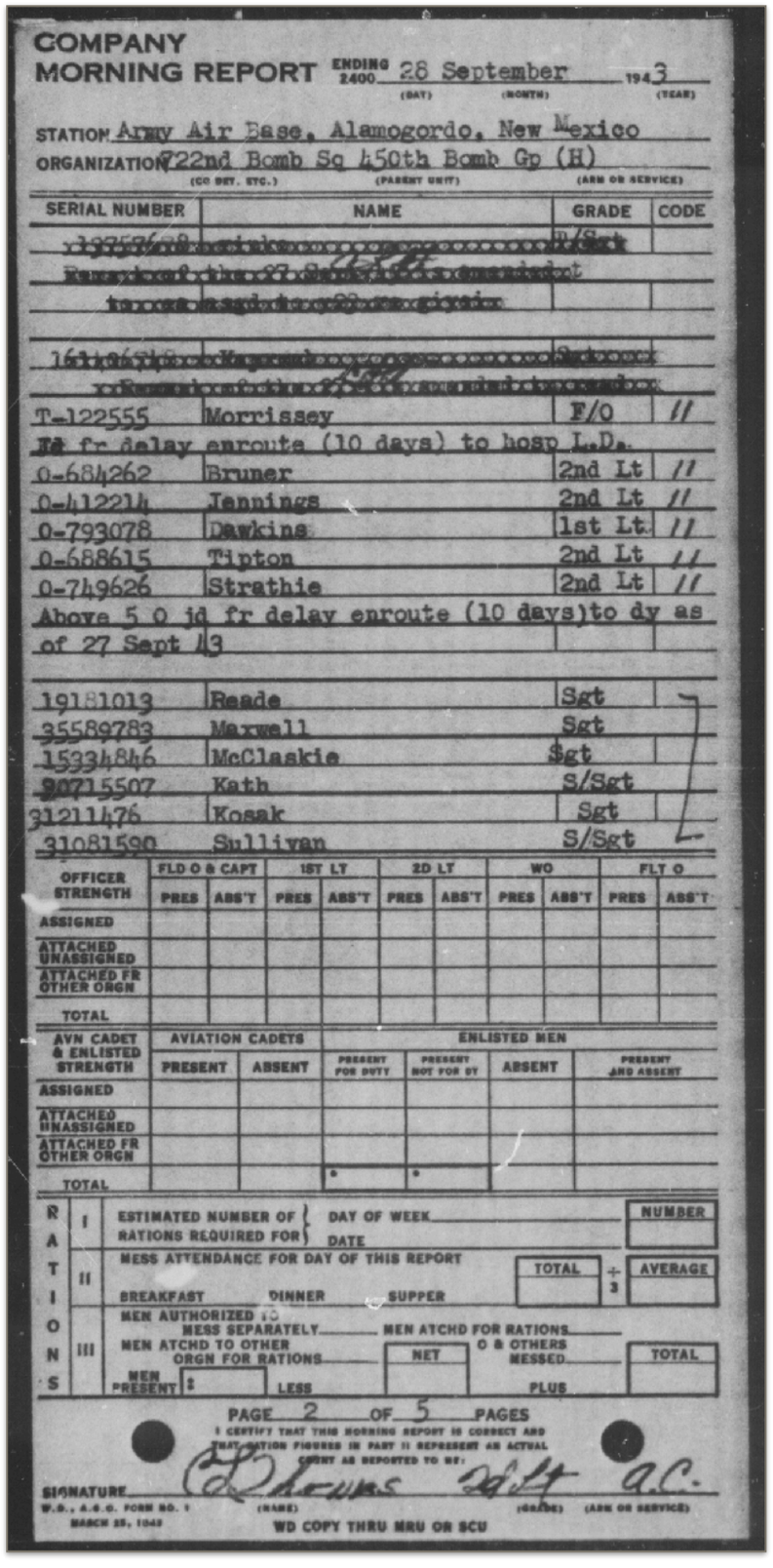
722d Bombardment Squadron (H)

Ship No. 42-52088

F/O	GERALD E WEATHERLON, T107505, P	Sgt	Harold J Saperstein, 12183713, AR
2D LT	ROSS E HOUK, 0739787, CP	Sgt	John T Atteberry, 16075612, G
2D LT	COURTNEY D SHANKEN, 0809738, N	Sgt	Ray E Mult, 37238961, AG
2D LT	LOUIS SIEGEL, 0752781, B	S/Sgt	Gerald P Meritt, 15063477, C Cf
S/Sgt	Woodrow W Tatman, 16016562, E	1ST LT	MATHEW B O'HARA, 0434388, Comm C
Sgt	Anthony J Vola, 31246516, R	Sgt	Paul D Boaz, 34664360, G
Sgt	Charles R White, 33117745, AE	Pvt	Joseph L Lanoir, 32503611, AG

Ship No. 41-28603

F/O	FRANCIS S RZATKOWSKI, T360, P	Sgt	Dee R Jones, Jr, 19174895, AE
F/O	FRANCIS J MORRISSEY, T122555, CP	Sgt	Benedict L Klinshaw, 32582036, AR
2D LT	HARRY E PARR, JR, 0690708, N	Sgt	George G Grad, 35518707, G
2D LT	JOHN W TAYLOR, 0749600, B	Sgt	William J Booth, 34205040, AG
Sgt	Herbert N Milch, 17060601, E	Sgt	Claude W McKee, 18068663, C Cf
Sgt	Raymond N Flora, 15338065, R	T/Sgt	John F Robertson, 32377757, Insp



COMPANY
MORNING REPORT ENDING 2400 28 September 1943
(DAY) (MONTH) (YEAR)

STATION Army Air Base, Alamogordo, New Mexico
ORGANIZATION 722nd Bomb Sq 450th Bomb Gp (H)
(CO DET. ETC.) (PARENT UNIT) (ARM OR SERVICE)

SERIAL NUMBER	NAME	GRADE	CODE
T-122555	Morrissey	F/O	//
Jd fr delay enroute (10 days) to hosp L.D.			
0-684262	Bruner	2nd Lt	//
0-411214	Jennings	2nd Lt	//
0-793078	Dawkins	1st Lt	//
0-688615	Tipton	2nd Lt	//
0-749626	Strathie	2nd Lt	//
Above 5 O jd fr delay enroute (10 days) to dy as of 27 Sept 43			
19181013	Reade	Sgt	
35589783	Maxwell	Sgt	
15334846	McClaskie	Sgt	
20715507	Kath	S/Sgt	
31211476	Kosak	Sgt	
31081590	Sullivan	S/Sgt	

OFFICER STRENGTH	FLD O & CAPT		1ST LT		2D LT		WO		FLT O	
	PRES	ABS'T	PRES	ABS'T	PRES	ABS'T	PRES	ABS'T	PRES	ABS'T
ASSIGNED										
ATTACHED UNASSIGNED										
ATTACHED FR OTHER ORGN										
TOTAL										

AVN CADET & ENLISTED STRENGTH	AVIATION CADETS		ENLISTED MEN			
	PRESENT	ABSENT	PRESENT FOR DUTY	PRESENT NOT FOR DY	ABSENT	PRESENT AND ABSENT
ASSIGNED						
ATTACHED UNASSIGNED						
ATTACHED FR OTHER ORGN						
TOTAL			*	*		

RATIONS
I ESTIMATED NUMBER OF RATIONS REQUIRED FOR: DAY OF WEEK / DATE — NUMBER
II MESS ATTENDANCE FOR DAY OF THIS REPORT — BREAKFAST DINNER SUPPER — TOTAL ÷ 3 — AVERAGE
III MEN AUTHORIZED TO MESS SEPARATELY ___ MEN ATCHD FOR RATIONS ___ MEN ATCHD TO OTHER ORGN FOR RATIONS ___ O & OTHERS MESSED ___ MEN PRESENT ___ LESS NET PLUS TOTAL

PAGE 2 OF 5 PAGES

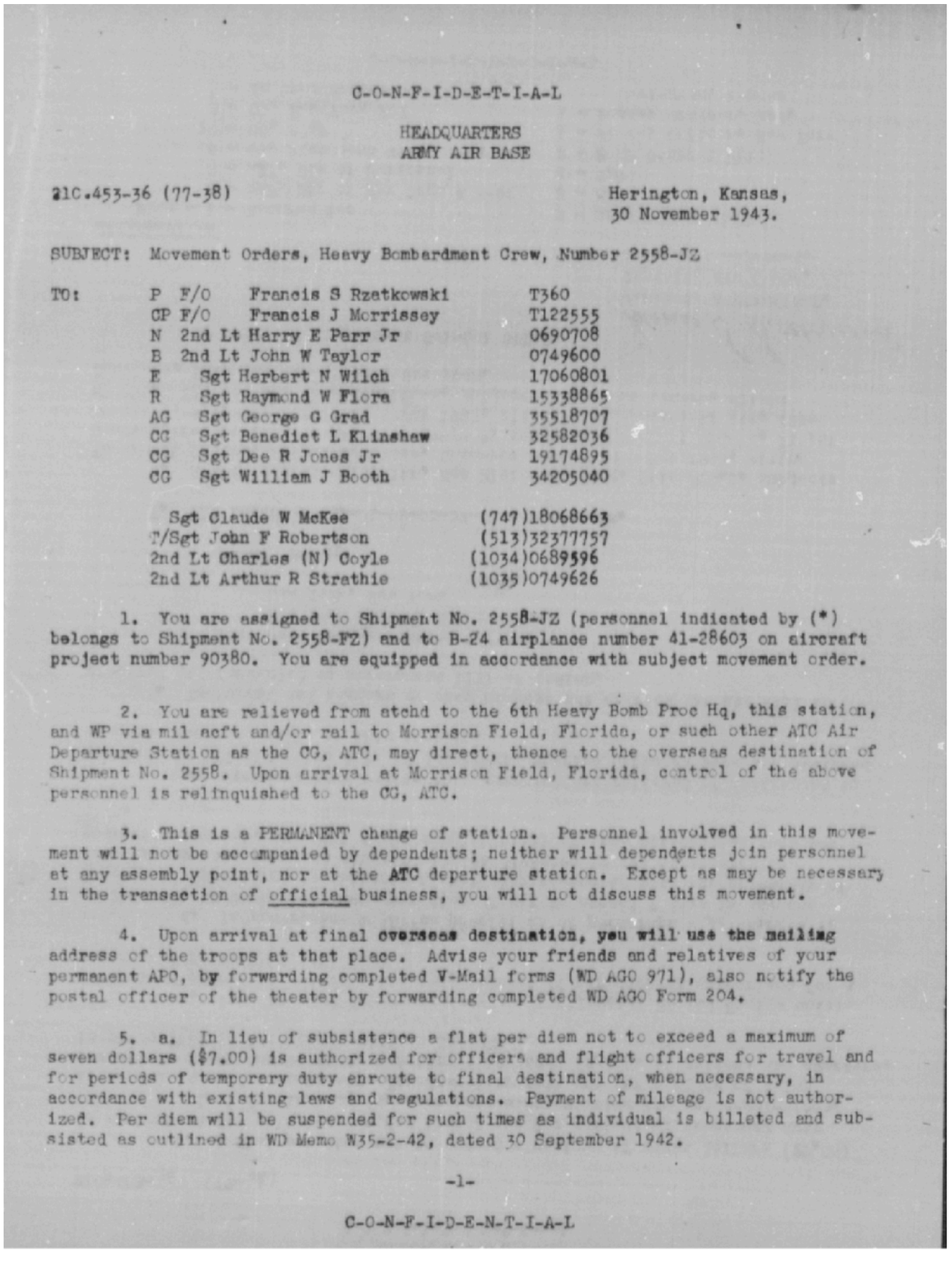
I CERTIFY THAT THIS MORNING REPORT IS CORRECT AND THAT RATION FIGURES IN PART II REPRESENT AN ACTUAL COUNT AS REPORTED TO ME:

SIGNATURE C.D. Knows 2d Lt A.C.
(NAME) (GRADE) (ARM OR SERVICE)

W.D., A.G.O. FORM NO. 1 MARCH 25, 1943

WD COPY THRU MRU OR SCU

Per the Company Morning Report from Alamogordo dated 28 September, Morrissey, "… joined from delay enroute (10 days) to hospital … line of duty." This delay may have contributed to Morrissey being moved from the crew he was originally assigned to on 15 September, lead by Tommy F. Bruner, to the crew he would fly with for the next 15 weeks or so, piloted by another Flight Officer - Francis S. Rzatkowski. Morrissey was the sole replacement from the original Rzatkowski crew, taking the place of Co-Pilot 2nd Lt William A. Parrish. Parrish would become part of another 722nd crew, shot down over Regensburg, Germany on 25 February 1944.



C-O-N-F-I-D-E-T-I-A-L

HEADQUARTERS
ARMY AIR BASE

210.453-36 (77-38) Herington, Kansas,
30 November 1943.

SUBJECT: Movement Orders, Heavy Bombardment Crew, Number 2558-JZ

TO:

P	F/O	Francis S Rzatkowski	T360
CP	F/O	Francis J Morrissey	T122555
N	2nd Lt	Harry E Parr Jr	0690708
B	2nd Lt	John W Taylor	0749600
E	Sgt	Herbert N Wilch	17060801
R	Sgt	Raymond W Flora	15338865
AG	Sgt	George G Grad	35518707
CC	Sgt	Benedict L Klinshaw	32582036
CC	Sgt	Dee R Jones Jr	19174895
CC	Sgt	William J Booth	34205040

Sgt Claude W McKee	(747)18068663
T/Sgt John F Robertson	(513)32377757
2nd Lt Charles (N) Coyle	(1034)0689596
2nd Lt Arthur R Strathie	(1035)0749626

1. You are assigned to Shipment No. 2558-JZ (personnel indicated by (*) belongs to Shipment No. 2558-FZ) and to B-24 airplane number 41-28603 on aircraft project number 90380. You are equipped in accordance with subject movement order.

2. You are relieved from atchd to the 6th Heavy Bomb Proc Hq, this station, and WP via mil aoft and/or rail to Morrison Field, Florida, or such other ATC Air Departure Station as the CG, ATC, may direct, thence to the overseas destination of Shipment No. 2558. Upon arrival at Morrison Field, Florida, control of the above personnel is relinquished to the CG, ATC.

3. This is a PERMANENT change of station. Personnel involved in this movement will not be accompanied by dependents; neither will dependents join personnel at any assembly point, nor at the ATC departure station. Except as may be necessary in the transaction of official business, you will not discuss this movement.

4. Upon arrival at final overseas destination, you will use the mailing address of the troops at that place. Advise your friends and relatives of your permanent APO, by forwarding completed V-Mail forms (WD AGO 971), also notify the postal officer of the theater by forwarding completed WD AGO Form 204.

5. a. In lieu of subsistence a flat per diem not to exceed a maximum of seven dollars ($7.00) is authorized for officers and flight officers for travel and for periods of temporary duty enroute to final destination, when necessary, in accordance with existing laws and regulations. Payment of mileage is not authorized. Per diem will be suspended for such times as individual is billeted and subsisted as outlined in WD Memo W35-2-42, dated 30 September 1942.

-1-

C-O-N-F-I-D-E-N-T-I-A-L

On 30 November 1944, Morrissey and the rest of Heavy Bombardment Crew, Number 2558-JZ received Movement Orders from Herington to Morrison Field, Florida. This was the last station prior to movement outside of the continental United States.

The Chiquita Mia would carry four additional crew members:

Sgt Claude W. McKee

T/Sgt John F. Robertson

2nd Lt Charles Coyle

2nd Lt Arthur R. Strathie

The “Chiquita Mia” was named after a fair Mexican maiden that Rzatkowski met on a visit to Mexico while training in New Mexico.

The group had previously been training with older B-24D Liberator models, but during the first part of November new B-24H models started arriving. They were issued to the crews in preparation for movement overseas. The new planes had to be serviced and checked out prior to acceptance by the U.S. Government. These new B-24s had been built in the Ford factory at Willow Run, Michigan, and then sent to a modification center in Birmingham, Alabama.



Above: A year 2006 U.S. Geological Survey image of the former Herington Army Airfeld

Next Pages: Frank with his crew and ship, B-24H Serial No. 41-28603, as well as 722nd crews before travel to Herington Army Airfield. The “603” was named the “Chiquita Mia” around 10 November 1943.


"EL MATADOR"
THE BULL
HANDSOME HARRY
FIRE EXTINGUISHER
CHIQUITA MIA

Previous Page: The “603” crew from Rzatkowski’s copy of this photo dated 10 November 1943

Top Row Left To Right:

2nd Lt Harry E. Parr, Navigator

F/O Francis S. Rzatkowski, Pilot

F/O Francis J. Morrissey, Co-Pilot

Sgt Raymond W. Flora, Radio

Bottom Row Left To Right:

Sgt George G. Grad, Gunner

Sgt Benedict L. Klinshaw, Gunner

Sgt William J. Booth, Gunner

Sgt Herbert N. Wilch, Gunner

Sgt Dee R. Jones, Engineer

After modification, the new B-24H’s arrived at Alamogordo in early November 1943. On 22 November, the remaining ground echelon was issued orders to prepare for movement by train on 26 November, for Camp Patrick Henry, Virginia. Each unit was to bring all organizational equipment with them (tents, mess equipment, office equipment, maintenance equipment, toilet paper, etc.) Upon arrival in Virginia, the party would embark on the ships S.S. Bret Harte, U.S.S. Henry Baldwin, and the Benjamin S. Milam, which would take them to the combat zone.

After Morrissey and his crew arrived in Herington, the first order of the day was

to settle in and prepare paperwork for allotments sent home, war bonds, wills, and power of attorney.



Above: Navigator “Handsome” Harry E. Parr (standing closest to the Shillings Store building wall) with Co-Pilot Frank Morrissey, at the northwest corner of Walnut and Broadway Streets in downtown Herington, Kansas, late November 1943

Crew No. 302-9-59 then spent as much time as possible outfitting their Liberator for overseas duty. The plane was checked and double checked for possible problems. Some of the overseas legs such as crossing the Atlantic were very long and everything had to work perfect prior to leaving.

Issuing flight clothing and equipment was part of the next phase of processing for movement. The crews were issued a sheepskin coat and leg zippered pants, fur lined helmet, steel helmet, boots, and goggles. A .45 Caliber pistol with shoulder holster was issued for personal protection. Electrically heated under suits were issued with gloves and felt shoes to wear inside of fur lined boots.

Other miscellaneous gear was issued, such as oxygen masks, vests, and life vests. New parachutes were issued as two types - chest and seat. Most pilots were issued “seat packs” that were worn all of the time. The remaining crew wore the “chest packs,” which were only used during emergency. A specially designed harness was worn which allowed the chute to be snapped on with two buckles. This system permitted freedom of movement during flight.

Frank and his crew left Herington within the first week of December 1943, for Morrison Field at West Palm Beach, Florida - their port of embarkation. Crews were now assigned to the Caribbean wing of the Air Transport Command (ATC). The ATC operated bases along the route to the war zone to transport men and supplies, and to assist bomber crews. The Caribbean wing operated bases on the southern route down the Caribbean coast.

The processing of planes and personnel through Morrison Field usually took one to two days. During this time crews were many times restricted to base in an attempt to limit sensitive information - such as how many planes and men were being processed. Mechanics used this time to inspect the aircraft for any needed repairs and supplies.

For most crews, Morrison Field was the last place they would stand on United States soil until they returned at the end of the war.

From October 1943 to May 1944 the field processed 6,216 planes and 45,344 flying personnel despite the base's reduction in personnel.

At this point, the air crews had no knowledge of where they were going and were only given a heading. The sealed orders were given to the crews just before take off for each leg of the journey. The orders were marked "Secret" and could not be opened until they had been in the air for two hours, at which time the navigator would be passed the orders to plot a course to each airfield.



Above: B-24 Liberators at Morrison Field waiting for processing before going overseas. Photo courtesy of the U.S. Air Force Historical Research Agency.



Above: Borenquen Field, Puerto Rico sometime between 1943 and 1945

The crew left on the first leg of their long journey to the combat zone around 7 December 1943, flying to Borenquen Field, Puerto Rico. Here, ground crews were alert and the planes were serviced before the arrivals boarded the trucks that would transport them to the registering office. Two crew members from each Liberator were usually left behind for guard duty. Minor repairs were made when necessary. Restriction was enforced as far as the transit crews were concerned. Besides, fatigue weighed down any desire of any one man to go visiting in the nearby town. Special briefings were held for pilots, navigators and radio operators the evening before departing for the next leg of the flight.

The average stay at Borenquen Field for each ship was one to two days.

The next flight was approximately 1,700 miles to Waller Field on Trinidad. Trinidad is a small island in the West Indies, just off the coast of Venezuela. This leg took ten and one-half hours. Then, came an additional 1,200 miles to Belem Airfield in Brazil. This flight took seven and one half hours.

Instructions were to keep in contact with Waller Field for the first half the trip, then keep in contact with Belem for the last half. Two alternate fields - Adjacento Field (at Fortaleza, Brazil) and São Luís Airport were to be used in case of

emergency. Facilities at Belem Airfield were very crude and primitive.

The journey to Belem took them over jungle and across the mouth of the Amazon River. Several B-24s went down in the Amazon jungle due to bad weather or mistakes in navigation. As late as 1995, a Liberator was found in the Brazilian jungle and the remains recovered.

The next station - Parnamirim Field at Natal, Brazil - was over 1,000 miles away. This took approximately six hours and was also over the jungle, where there was no place to land if trouble developed.

Natal was one of two jumping off places for the long over-water flight to Africa. All equipment had to be in perfect working order. Crews were involved in special meetings for pilots, navigators, and radio operators. All fuel tanks were topped off to the maximum capacity while on the runway. Natal was a better base than others, with adequate facilities and food.

The final leg from South America was approximately 2,200 miles, all over water. It took over eleven and one-half hours to arrive at Mallard Field, Dakar, Senegal, Africa.

If there were problems with the planes on this leg, the crew would have to ditch

their plane in the Atlantic Ocean, with little hope of survival. The B-24 was known to break in half upon ditching and would sink within seconds. Crew members could be severely injured or trapped in the tangle of the wreckage. The bomber was equipped with survival gear such as life rafts, first-aid kits, flares, emergency rations, life preservers, etc.

The navigator did the initial navigation, with the radio operator locating a radio beam to follow approximately 200 miles from Dakar. Most crews landed with less than a half hour of fuel remaining, leaving a very little margin of safety. Some planes ran out of fuel on the runway just as they touched down.

Dakar, being the western most point of Africa and just north of the equator, was very hot and humid. The sleeping quarters and mess facilities were all in tents. Men had to sleep under mosquito nets for peace from the insects. The local natives were notorious for stealing, and everything had to be guarded, including the plane.

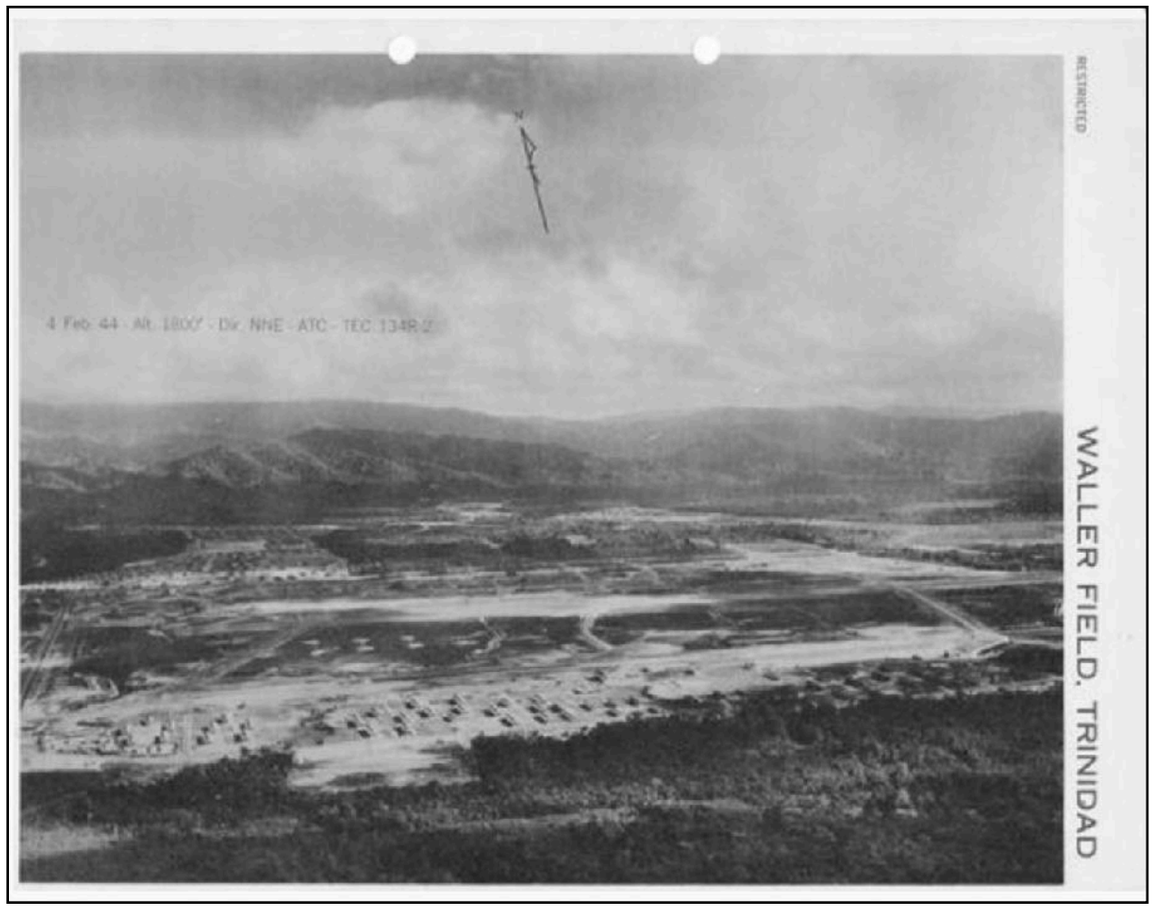
Here crews were shown the importance of malaria prevention. Before they were allowed off the ships, the planes were sprayed with insecticide internally. Crew members had to stay on their Liberator for at least an extra ten minutes.

Frank Rzatkowski shared an amusing story about this incident. This pilot was

not generally a drinker of alcohol. However, as a celebration for surviving the harrowing journey to Dakar, the leader of the "Chiquita Mia" broke open a case of whiskey he had stored on the ship for such a special occasion. As the crew were all sharing a glass, military personnel came on board and started spraying them with insecticide mid-drink, without any thought of their current consumption.

The next journey, across the Sahara Desert was a seven hour flight of approximately 1,400 miles to Menara Airport at Marrakech, French Morocco. This flight required a difficult crossing of the Atlas Mountains. The mountains were 14,000 feet high and the crew could not fly over 12,000 feet without oxygen, which was not supplied for the flight overseas. The only way through the mountains was a narrow pass at 8,000 feet. A sigh of relief would have been heaved by all when this was successfully passed, because Marrakech was just beyond.

During this period, several planes crashed into the mountains. Fortunately, only one plane from the 450th was lost in the mountains. Like all other stations before, the pilots, navigators and radio operators were briefed on that particular leg. This leg was comparable to the trip over the ocean due to the endless sea of sand.



Above: Waller Field In Trinidad as it looked on 4 February 1944, less than three months after the “Chiquita Mia” crew arrived from Borenquen Field, Puerto Rico, before leaving for Belem Airfield in Brazil



Above: A 1943? aerial photo of Parnamirim Field at Natal, Brazil, the crew’s next stop after Belem Airfield, and last stop in the Americas before traveling approximately 2,200 miles across the Atlantic Ocean to Dakar, Senegal, Africa

Nothing could be seen for miles and miles around.

Before their off-duty visit to town, Rzatkowski gave his crew a stern warning: Marrakech was dangerous; he told them not to stare at or touch the women, and not to smoke anything offered, especially out of a pipe. His concern was reinforced by a recent story of another AAF pilot accepting a shoe shine from a local, followed by having a hand grenade shoved up the officer's pant leg, killing him instantly.

The briefing for the final leg informed them that the actual destination for the unit would be Italy, not England. The journey from Marrakech to Oudna Airfield, located about 10 miles south of Tunis, Tunisia, was approximately 1,000 miles and six hours flying time. Tunis was littered with burned out and shot-up trucks, aircraft and all other types of military equipment, which was primarily German. The final battle in Africa that led to the defeat of Field Marshall Rommel was located in the area around Tunis. The airfield was covered with bomb craters; and most of the hangars no longer had roofs.

The flight from Tunis to Manduria, Italy was 500 miles and approximately four hours flying time over the colorful Mediterranean Sea. Their home was an old Italian fighter base with a 7,000 foot dirt strip constructed in an olive grove.

The field initially had one runway made of oiled clay and dirt with revetments on the sides for parking aircraft. Some areas had perforated steel planking (PSP), which is an ingenuous set of light weight interlocking panels that were put together on the ground, providing a hard surface for air strips or parking. During the rainy season there were very few high areas free from mud. The only living quarters available were old Italian barracks with no beds or cots. The crews only had what personal gear they brought in their duffle bags. The dirty barracks leaked when it rained, and had no heat or lights. Those who came in first found space in the barracks, and those following had to pitch tents in the mud.

The first plane of the 450th touched down at the Manduria Airfield in the rain on 20 December 1943; Frank's crew arrived on 3 January 1944. The ground crew, equipment and supplies came by ship, arriving the first part of January 1944. The first ship arrived at the Port of Bari on New Years Eve. Another ship arrived at Naples and the final ship docked in Sicily on 15 January.

The 450th came together as a fighting unit on 8 January, when they made their first bomb run on the airdrome in Mostar, Yugoslavia. This was considered to be an easy "milk run" with little

FLAK (from the German *Flugzeugab-wehrkanone*, aircraft defense cannon) and no fighters encountered.

The first mission listed in the 722nd Historical Record for Rzatkowski's crew was the ninth for the Group - the marshaling yard at Pisa Italy on the 18th of January. On this day 31 B-24s dropped 79 tons of 500 lb. demolition bombs fused .10 Nose and .025 Tail between 20,000 to 21,500 feet. No FLAK was encountered nearby.

Other 722nd Squadron missions for the month included Guidonia, Italy on the 20th; the Arezzo marshaling yard on the 22nd; landing strips 10 miles east of Rome on the 23rd; the airdrome at Sofia-Vrazhdebra, Bulgaria and marshaling yards at Skoplje, Yugoslavia on the 24th; the Istres-LeTube' airfield in France on 27th; and the marshaling yards at Ferrara, Italy on 28 January.

After each mission crews were greeted by Red Cross girls with coffee and donuts, and medics or doctors were handing out two ounces of whiskey to each returning airman. Post-mission, crews would typically stow their gear, clean up, eat and check the bulletin board to see if they had a mission the following day.

From their first mission on 8 January to 27 January 1944, the 450th lost five of their original 62 crews and bombers.

Around 29 January, Morrissey, Parr and Jones were assigned to Pilot Tommy F. Bruner's crew. Bruner had previously served as Co-pilot on Pilot Bernard J. Gillespie's first crew. It was common for 450th BG crew members to be frequently re-assigned to keep a mix of new and experienced airmen on any one ship.

F/O Rzatkowski was also re-assigned to another ship, becoming Co-Pilot of the B-24H Liberator "Tanta Liza", which would be shot down with Pilot Bernard J. Gillespie just north of Fürstenfeldbruck on the 25 February 1944, "Big Week" mission to Regensburg, Germany.

Rzatkowski would end up captured and sent to Stalag Luft I located in Barth, Germany. He eventually successfully escaped from the camp with a Royal Air Force officer a few months before Russian troop liberation in April 1945.

February was a busy month for the 450th, with most of the missions concentrating on railroad marshaling yards and German airfields in Northern Italy, Bulgaria and Yugoslavia. By this time many of the pilots were complaining about the need to use so much of Manduria's short airfield for takeoff. As a result, a directive was issued by the 15th AAF Headquarters in Bari, Italy, limiting B-24s to 10 - 500 lb. bombs instead of the usual 12.

On 6 March, between the 450th's 32nd and 33rd mission, Morrissey traveled to Bari to visit Leo Elwood Phillips for three hours. Phillips was the brother of Esther P. Lewis and Morrissey's future brother-in-law. Also assigned to the 15th AAF, Phillips was trained to generate oxygen for use by bomber and fighter crews. Morrissey visited Leo once more on the 27th, between the 450th's 38th and 39th missions, spending over five hours together. They had ample time for discussion and an evening meal.

One notable mission before the summer of 1944 was the Group's 43rd - to the marshaling yard in Budapest, Hungary. This third day of April found Bruner as one of twelve Flight Leaders for the 450th.

Thirty-seven B-24s took off at 0630 hours to bomb the south half of the main marshaling yard. Two ships returned early. Thirty-five dropped 104.75 tons of 500 lb. bombs target at 1133 hours from 20,000 - 22,000 feet. One ship jettisoned three tons of bombs near the target after engine failure reduced speed and one jettisoned bombs in Adriatic after they hung when bombs were released over target.

While still 34 minutes from the target and in cruising formation a flight of between 15 to 20 ME-109s were seen from an altitude of 22,500 feet flying

almost 2000 feet higher and to the right. Some were black and some were yellow but they did not come close enough for distinctive markings to be seen. No initial attacks were made. Trailing slightly were two Lufwaffe JU-88s at a higher elevation who seemed to be directing the flight.

Actual attacks were not started until until 1110 hours when five FW-190s approached from the rear, but stayed back and fired 20mm cannon without closing. The attacks increased in intensity up to the target where all action was broken off but rejoined as the formation rallied.

Attacks were made singly and in pairs - one flight seemed coordinated as 11 to 12 ME-109s and FW-190s joined at 3 and 9 o'clock diving underneath while 4 JU-88s stood to rear to close immediately after at 5 and 7 o'clock high firing rockets and breaking off at 100 yards on either side. All attacks took place between 20,000 - 21,000 feet. The great majority of attacks were not pressed home with complete aggressiveness.

Flak over the target was intense and accurate - putting holes in a number of the 450th's Liberators. Luckily, no damage was serious. The bursts over the target area were of the black and white kind with black puffs predominating. There were no flak signals for enemy

aircraft to break off encounters noted. Enroute of Sarajevo, slight, good heavy flak was encountered while at Szekesfehervar it was moderate, good, heavy. At Dubrovnik the flak was slight, poor and heavy.

Of the two B-24s that returned early on this particular mission one jettisoned three tons of bombs in the Adriatic and one returned bombs to base. Thirty-four ships returned to base at 1352 hours. One returned to base at 1840 hours having stopped at a friendly field to refuel.

In all, 16 aircraft received minor flak damage. One aircraft received minor damage from the fighter attack. Two crew members were seriously wounded and two were slightly wounded. No Liberators were lost.

As the target was approached it was seen that smoke screens had been started and that the target area was 6/10 obscured. The Y at the northeast end of the marshaling yard was still visible and the bombardiers were able to use it for target identification purposes. Visual assessment of damage was virtually impossible as the smoke screen thickened but crew members were almost unanimous in declaring the target well hit.

Photo coverage showed 90 bursts in the marshaling yard, with 10 of those on the south choke point. The greatest concentration appeared to be in the center of the yard. A great explosion and fire was caused by 10 hits on the adjacent oil refinery and a large fire was started in a factory building. Hits were seen in the warehouse area east of the marshaling yard and store-type buildings.



Above: An aerial view of Budapest shot by one of the 450th's Liberators on 3 April 1944

Claims against the Luftwaffe during this engagement are as follows:

Destroyed - 3 FW-190s, 2 JU-88s.

Probable - 1 ME-109.

Damaged - 1 ME-210.

Markings: ME-109, silver wings and fuselages, black wings and fuselages and mottled brown fuselages with yellow wing tips; FW-190 brown with white tails; JU-88 all black. Two FW-190s were observed with round orange circle on fuselage near waist, yellow noses and white vertical stabilizer.

Fortunately, Morrissey's crew had more than 20 missions completed without serious incident. However, on 4 May 1944, Frank's next assigned B-24J Serial No. 42-99760, the "Dauntless Duchess", crashed around 0706 hours (7:06 a.m.) on Manduria Airfield, shortly after an unsuccessful take off by Bruner. The 450th Bombardment Group eventually scrubbed this mission to bomb the famous oil fields in Ploesti, Romania.

Johnnie E. Hargett replaced Dee R. Jones for this mission. The crew also included Bombardier Frank J. Cupo, Richard J. Cain, Jack M. Perkins, Charles D. Engle, Stanley B. West and Arthur W. Pine.

In Report Of Aircraft Accident, Bruner stated that he pulled the B-24 off the ground about three-fourths down the runway. Shortly thereafter, he noticed a yaw to the right with an apparent loss of power in the No. 4 or No. 3 engine. The ship's wheels then hit the ground and Bruner once more attempted a takeoff. Being unsuccessful, he ground looped (ditched) the aircraft at the end of the runway, losing the right main landing gear and completely washing out the aircraft by skidding into the turn on the belly of the ship. Frank reported all instruments were normal for take-off as Bruner pulled back on the throttles. Frank saw no indication of engine failure as he watched the instruments through-out the run. The Engineer also reported that the engine instruments read normal.

No cause could be determined for the accident. The No. 4 engine continued to run as firefighters arrived at the crash site, cutting the fuel line to the engine upon arrival. The investigation did not disclose pilot responsibility nor could any mechanical failure be determined, therefore, no corrective recommendation was made in the Report.

HEADQUARTERS
450TH BOMBARDMENT GROUP (H)
APO 520 US ARMY

4: TWJ/ajl

11 May 1944

SUBJECT: Aircraft Accident Report.

TO : Chief, Flying Safety, Army Air Forces, Winston-Salem 1, North Carolina.

1. Inclosed herewith is AAF Form 14, Aircraft Accident Report for B-24J Airplane, Serial No. 42-99760.

For the Group Commander:

C. J. DONOVAN,
Major, Air Corps,
Adjutant.

1 Incl:
Incl 1 - AAF Form 14.

DESCRIPTION OF ACCIDENT

(Brief narrative of accident. Include statement of responsibility and recommendations for action to prevent repetition)

Pilot reported that on take off on combat mission on 4 April 1944 he pulled plane off of the ground about three-quarters down the run-way and after being airborn noticed a yaw to the right with apparent loss of power on No. 4 or No. 3 engine. The airplane's wheels hit the ground again and the pilot once more tried to take off. Being unsuccesful he ground looped the airplane at the end of the run way losing the right main landing gear and completely washing out the airplane by skidding into the turn on the belly of the ship.

The copilot reported all instruments normal for take off until the pilot pulled back on the throttles. No indication of failure was noticed and the copilot reported he was watching the instruments throughout the run.

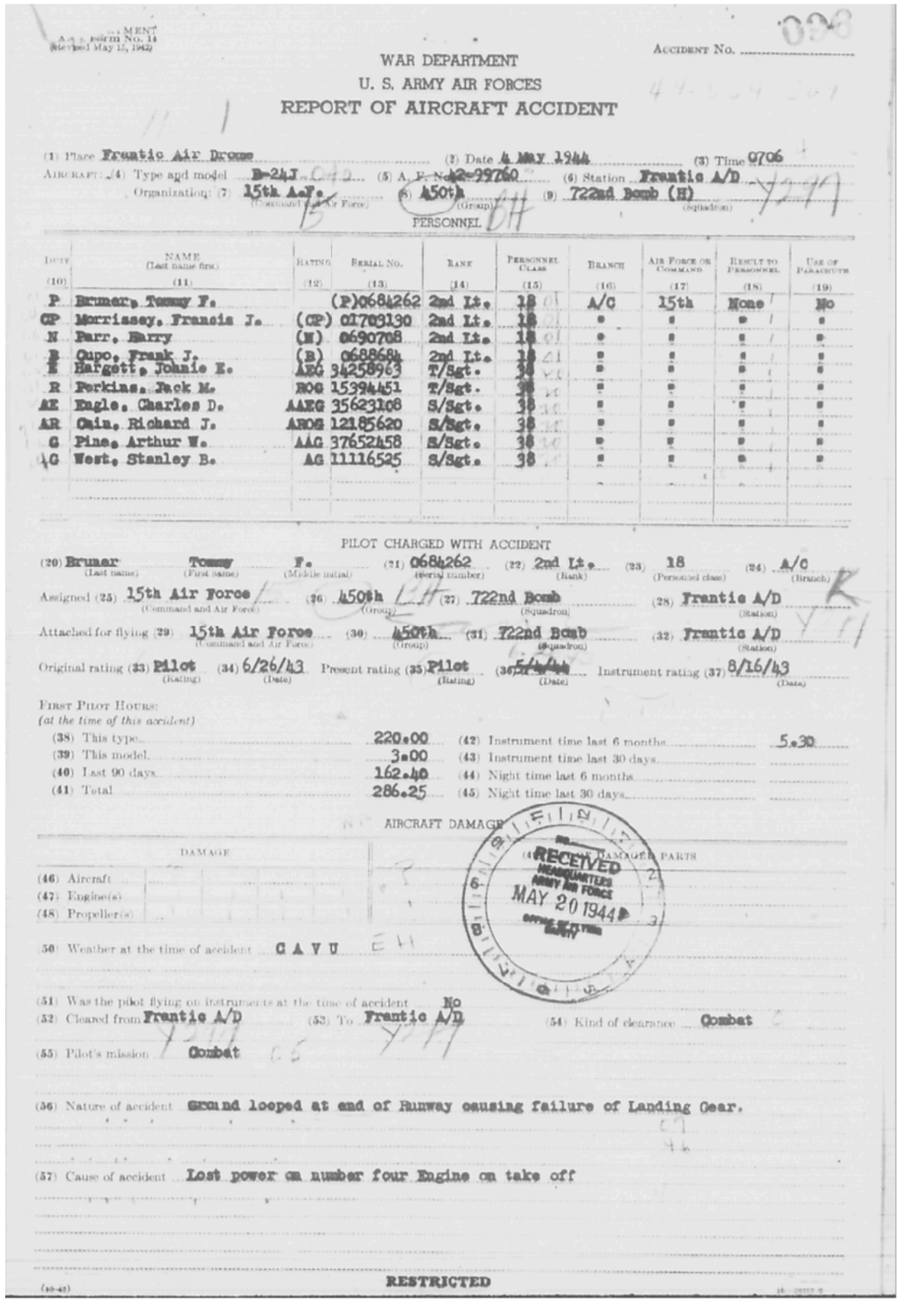
The aerial engineer also reported that engine instruments were normal during take-off.

No cause could be determined for the accident. No. 4 engine on crashed airplane was running when the fire fighters arrived at the crash. They cut the main line switch, the crew having left the airplane.

Investigation did not disclose pilot responsibility nor could any mechanical failure be detected, therefore, no recommendation is made.

Signature John S. Mills
John S. Mills, Colonel, A.C.
Robert R. Gideon
Robert R. Gideon, Lt. Col., A.C.
William G. Smaith
William G. Smaith, Major, A.C.

Date 6 May 1944



...MENT
A...Form No. 14
(Revised May 15, 1942)

ACCIDENT No. 038

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

(1) Place Frantic Air Drome (2) Date 4 May 1944 (3) Time 0706
AIRCRAFT: (4) Type and model B-24J (5) A. F. No. 42-99760 (6) Station Frantic A/D
Organization: (7) 15th A.F. (Command and Air Force) (8) 450th (Group) (9) 722nd Bomb (H) (Squadron)

PERSONNEL

Duty (10)	Name (Last name first) (11)	Rating (12)	Serial No. (13)	Rank (14)	Personnel Class (15)	Branch (16)	Air Force or Command (17)	Result to Personnel (18)	Use of Parachute (19)
P	Brunar, Tommy F.	(P)	0684262	2nd Lt.	18	A/C	15th	None	No
CP	Morrissey, Francis J.	(CP)	01703130	2nd Lt.	18	"	"	"	"
N	Parr, Harry	(N)	0690708	2nd Lt.	18	"	"	"	"
B	Cupo, Frank J.	(B)	0688684	2nd Lt.	18	"	"	"	"
E	Hargett, Johnie E.	AEG	34258963	T/Sgt.	38	"	"	"	"
R	Perkins, Jack M.	ROG	15394451	T/Sgt.	38	"	"	"	"
AE	Engle, Charles D.	AAEG	35623108	S/Sgt.	38	"	"	"	"
AR	Cain, Richard J.	AROG	12185620	S/Sgt.	38	"	"	"	"
G	Pine, Arthur W.	AAG	37652458	S/Sgt.	38	"	"	"	"
G	West, Stanley B.	AG	11116525	S/Sgt.	38	"	"	"	"

PILOT CHARGED WITH ACCIDENT

(20) Brunar (Last name) Tommy (First name) F. (Middle initial) (21) 0684262 (Serial number) (22) 2nd Lt. (Rank) (23) 18 (Personnel class) (24) A/C (Branch)

Assigned (25) 15th Air Force (Command and Air Force) (26) 450th (Group) (27) 722nd Bomb (Squadron) (28) Frantic A/D (Station)

Attached for flying (29) 15th Air Force (Command and Air Force) (30) 450th (Group) (31) 722nd Bomb (Squadron) (32) Frantic A/D (Station)

Original rating (33) Pilot (Rating) (34) 6/26/43 (Date) Present rating (35) Pilot (Rating) (36) 5/4/44 (Date) Instrument rating (37) 8/16/43 (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type	220.00	(42) Instrument time last 6 months	5.30
(39) This model	3.00	(43) Instrument time last 30 days	
(40) Last 90 days	162.40	(44) Night time last 6 months	
(41) Total	286.25	(45) Night time last 30 days	

AIRCRAFT DAMAGE

DAMAGE	(49) DAMAGED PARTS
(46) Aircraft	
(47) Engine(s)	
(48) Propeller(s)	

RECEIVED HEADQUARTERS ARMY AIR FORCES MAY 20 1944 OFFICE OF THE FLYING SAFETY

(50) Weather at the time of accident C A V U

(51) Was the pilot flying on instruments at the time of accident No
(52) Cleared from Frantic A/D (53) To Frantic A/D (54) Kind of clearance Combat
(55) Pilot's mission Combat

(56) Nature of accident Ground looped at end of Runway causing failure of Landing Gear.

(57) Cause of accident Lost power on number four Engine on take off

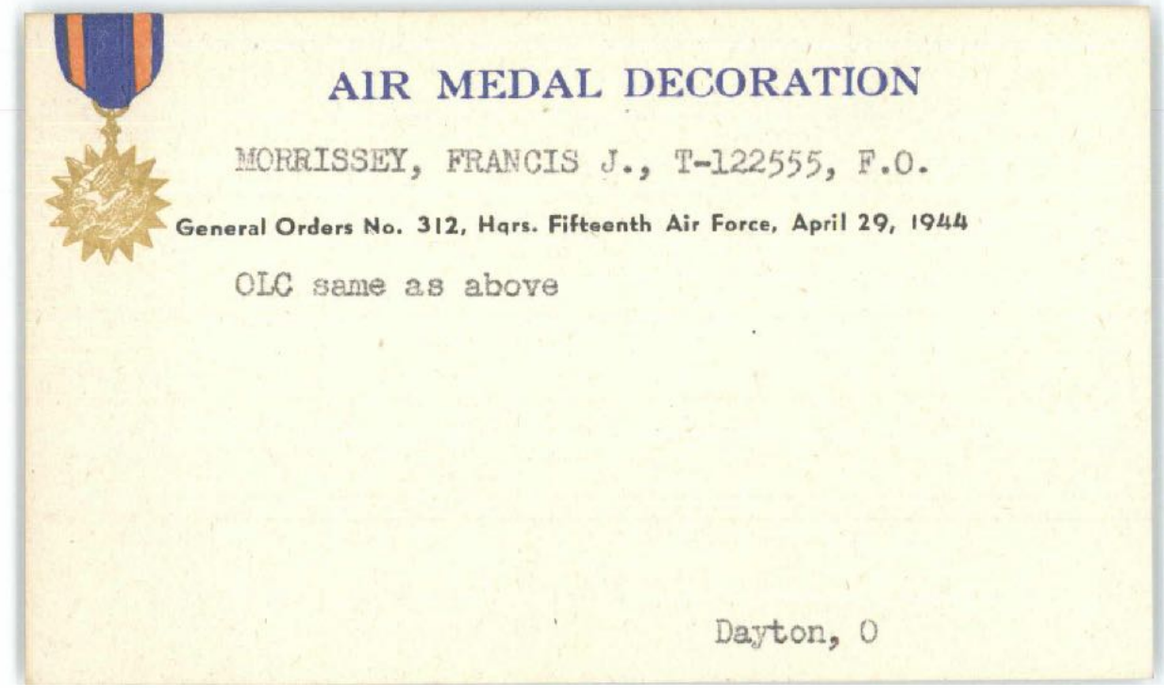
RESTRICTED

(10-42)



Above: The "Dauntless Duchess"
on 5 May 1944





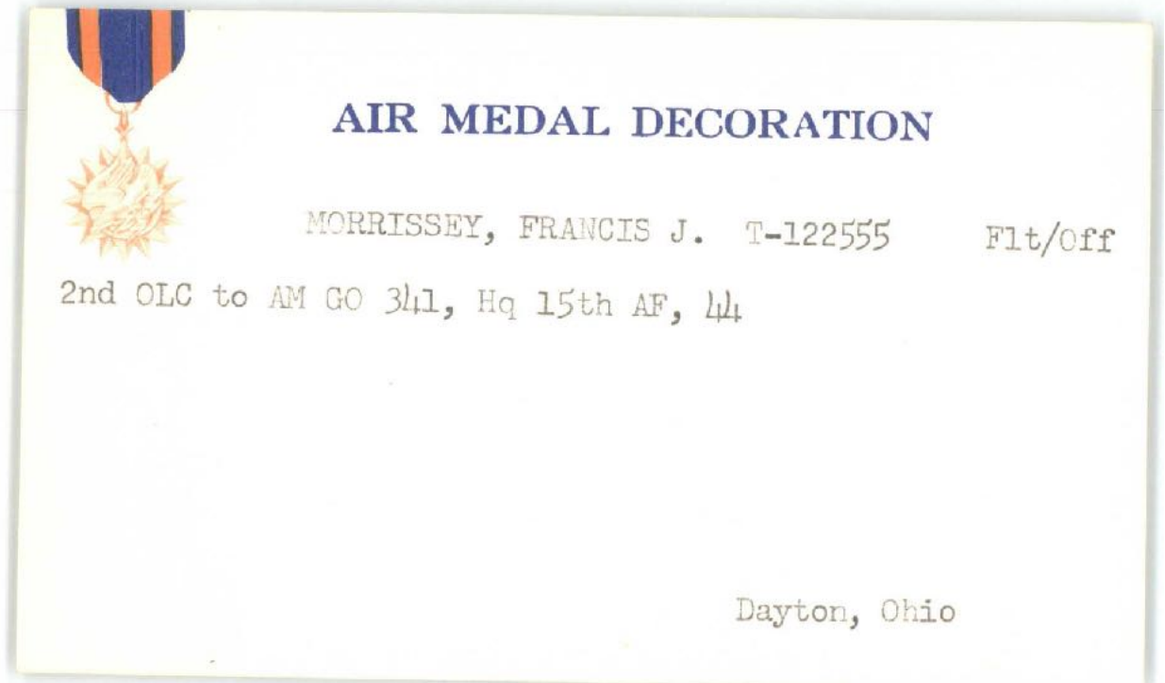
AIR MEDAL DECORATION

MORRISSEY, FRANCIS J., T-122555, F.O.

General Orders No. 312, Hqrs. Fifteenth Air Force, April 29, 1944

OLC same as above

Dayton, O



AIR MEDAL DECORATION

MORRISSEY, FRANCIS J. T-122555 Flt/Off

2nd OLC to AM GO 341, Hq 15th AF, 44

Dayton, Ohio

Left: Army Air Forces Award Cards for Morrissey's first Air Medal - and two Oak Leaf Clusters (OLCs) for subsequent awards - dated 29 April 1944 per General Orders No. 312, by Headquarters of the Fifteenth Air Force.

The Air Medal was established by Executive Order 9158, 11 May 1942, as amended by Executive Order 9242, 11 September 1942. The Air Medal is awarded for single acts of heroism or meritorious achievements while participating in aerial flight in. Required achievement is less than that required for the Distinguished Flying Cross, but must be accomplished with distinction above and beyond that expected of professional airmen.



Above: Spring 1944 - Lenten services being conducted for 15th AAF and U.S. Army Nurse personnel at the Church of the Holy Rosary in Manduria, Italy



Above: Sergeant Charles Langeler and an unnamed Italian woman pray before an ancient shrine at the Church of the Holy Rosary during Lenten Services



Above: Men of the 450th read a program posted on a bulletin board from their own radio station called “The Voice of the Cottontails.” The programs were also printed in the Bombardment Group newspaper, “Molto Buono,” which means “very good” in Italian.

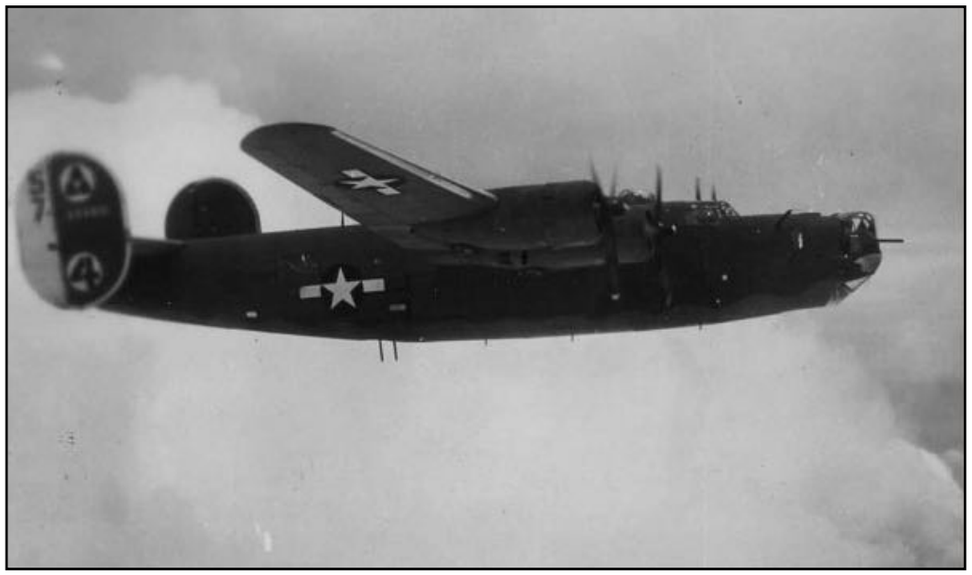
Lieutenant Morrissey was quoted in the 12 May 1944, edition of Molto Buono. While craning his neck up to the sky one day he was asked by his First Sergeant as to why he was so interested. Frank responded, “I’d like to see what Flak looks like from the ground up for a change.”


A-51408 A.C.



Previous Page and Above: Easter Sunday church services being conducted on 9 April 1944 for 15th AAF personnel near a runway on Manduria Airfield

Then on 30 May 1944, every crew's worst nightmare occurred. Lieutenant Morrissey's B-24H Serial No. 42-94901 piloted by Tommy F. Bruner, was shot down over Križevci, Yugoslavia. The Memorial Day Mission for the "901" crew - No. 77 for the 450th and Frank's 27th - was to bomb an aircraft parts factory in Ebreichsdorf, Austria.



The"901" In Flight

According to the Missing Air Crew Report (MACR) #5463 (see Chapter 5 for the complete report), the crew inside the "901" that day included:

2LT Bruner, Tommy F.	Pilot
2LT Morrissey, Francis J.	Co-Pilot
2LT Parr, Harry E. Jr.	Navigator
1LT Gross, Edwin	Bombardier
S/SGT Cain, Richard J.	Radio
S/SGT Engle, Charles D.	Gunner
T/SSG Jones, Dee R. Jr.	Engineer
SGT Josephson, Harland F.	Gunner
SGT Mielke, Wallace J.	Gunner
S/SGT Pine, Arthur W.	Gunner

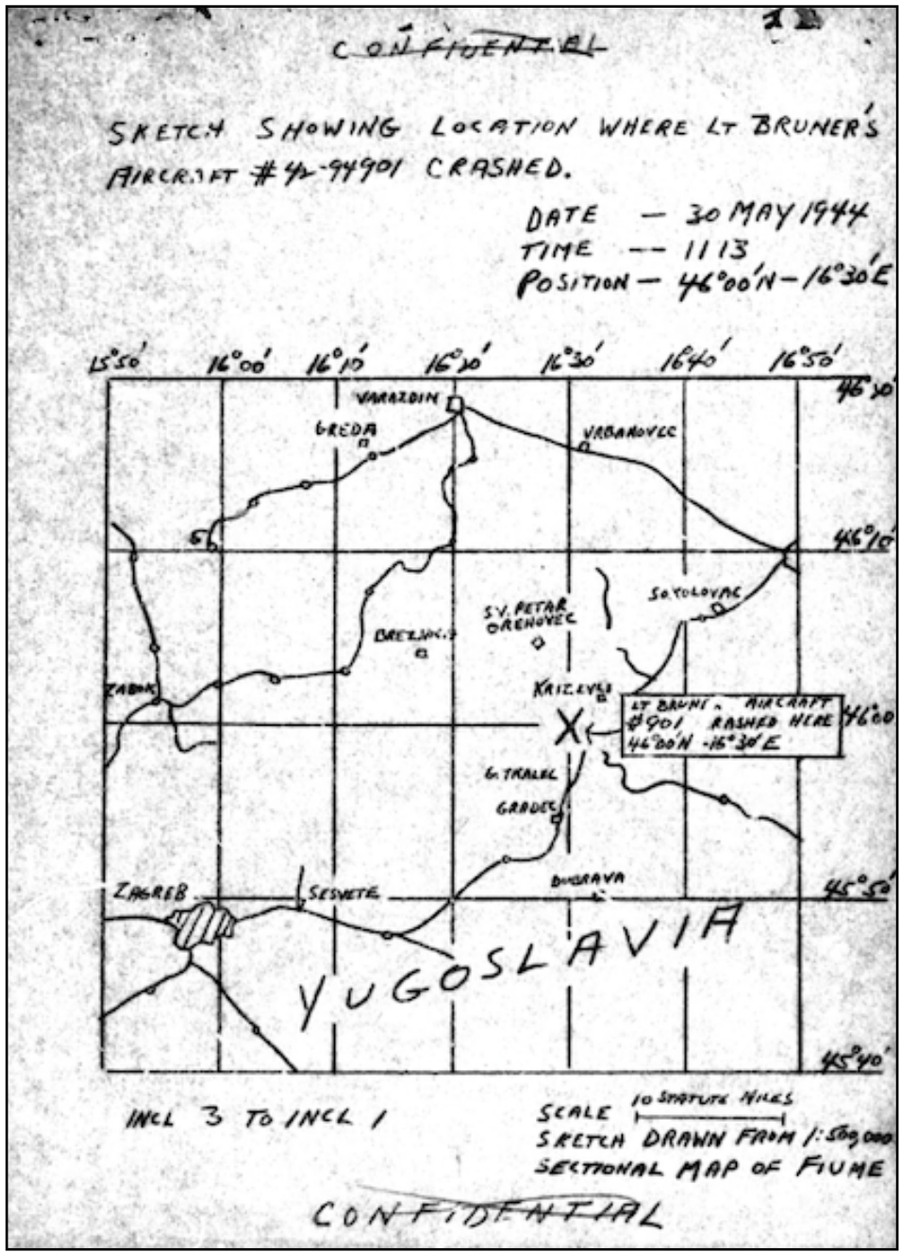
The 450th Bombardment Group's S-2 (Intelligence) Narrative Report for this mission stated that 38 B-24 type aircraft took off between 0630 and 0656 hours (6:30 a.m. to 6:56 a.m.) to bomb the factory. Thirty (30) aircraft dropped 75 tons of 500 lb. G.P. bombs in the target area from 20,000 - 23,000 feet from 1030 to 1038 hours (10:30 a.m. to 10:38 a.m.). Three aircraft returned early. Two aircraft jettisoned five (5) tons: one jettisoning 2 ½ tons in an open field to the right of the Initial Point (the last of a series of navigated waypoints before the target) because of inability to stay with formation with full bomb load and the other jettisoning 2 ½ tons near Bad Voslau Airdrome because of damage to its electrical system from flak. Two aircraft were missing and one aircraft down at a friendly field.

The formation was attacked by 15-20 ME-109s, 1 JU-87 and 7-10 JU-88s at 1110 to 1137 hours (11:10 a.m. to 11:37 a.m.) from 13,000 - 18,000 feet after leaving the target and after apparent withdrawal of escorts. 16 assaults were made, very aggressively: from 6 o'clock level and high, from 3 and 4 o'clock low and some coming in two abreast splitting high and low and closing in to within 50 yards. Some ME-109s were silver and crosses on fuselage, wings and tail; and some were silver with white tails.

The rest of the 722nd Squadron airplanes in the formation that made it to Austria were attacked by about 20 German fighters that were scared away when P-51 Mustangs put in an appearance. Their was disappointment by the 722nd that the target was not hit.

Back in Manduria the evening after the mission there were movie shorts shown that were interrupted by an air raid alert.

Originally flying in position #4, Lieutenant Parr reported that the “901” left formation near Hungary’s Lake Balaton, about 200 kilometers from the target. Lieutenant Bruner stated the ship broke formation closer to the Austrian border.



Above: A sketch from Missing Air Crew Report (MACR) #5463 shows where and when the “901” impacted in Yugoslavia.

Near the Austrian border the “901” developed engine supercharger trouble, and began feathering one engine, which resulted in the Liberator to lose altitude and speed.

Lieutenant Gross reported that the ship overflew their target at Ebreichsdorf and clover-leafed around heavily defended Vienna, Austria for a brief time before it was eventually hit by German FLAK at about 22,000 feet. The FLAK pierced the belly of their airplane. The No. 3 and No. 4 engines also took direct hits and smoked and sputtered before going silent. The “901” was then attacked at 6 o’clock and /or 7 o’clock high from multiple German Messerschmitt Bf (Me) 109 fighters.

Parr reported that those Bf 109s were followed about 200 yards behind by a lone silver P-51 Mustang with red and white diagonal stripes on the rudder. The B-24 was hit from the rear by rounds fired from the P-51, according to Parr, as well as rounds from the 20mm cannon mounted on the Bf 109 that was in chase.

Parr added that the shots from the P-51 were the most destructive, tearing the B-24‘s horizontal stabilizer to shreds and punching large holes in the ailerons.

The Messerschmitt’s rounds exploded in the tail, cutting the control cables and disabling the Inter-phone crew communications system, which meant the pilots could no longer effectively fly

the ship. Sometime after losing communication with the rest of the crew tail gunner Pine motioned that German fighters were coming up close behind.

At an altitude of around 16,500 feet and already after the "901" had started to lose altitude more rapidly, Gross, who was on the flight deck, heard Morrissey shout: "Bail out! Bail out!"

The bombardier then put on his parachute and opened the bomb bay doors. When he was about to jump he noticed the top turret gunner stuck in his seat webbing. Ed went back to help him, releasing his seat restraint and helping him slide down the fuselage. He then led the gunner to the bomb bay catwalk, who looked down through the opening below and froze. Gross then told him: "That's where you bail out." He gave him a push out the bottom of the ship before he could respond.

After bailing out Gross made himself comfortable in the harness. Shortly after his jump one of the attacking Bf 109s flew within about 50 feet of his parachute. Ed could clearly see the pilot's black flight jacket, helmet and oxygen mask. However, instead of killing him, the pilot saluted and turned the plane back to join his unit.

Gross landed safely just north of the Sava, a river and a tributary of the Danube that flows through Croatia.

A report from a nearby B-24 crew stated that within two minutes nine parachutes left the airplane - first a group of three chutes, then a group of four chutes and finally two more. Parr, Gross and Jones were the first three to bail out; followed by Cain, Engle, Mielke, and Bruner; and finally, Josephson and Morrissey.

The ship then turned over, went into a steep dive and exploded upon hitting the ground. The time of impact was 1113 hours (11:13 a.m.) at coordinates 46°00'N - 16°30'E - near Križevci - located about 60 kilometers northeast of Zagreb, Yugoslavia (now Croatia).

German records credit Luftwaffe pilot Unteroffizier (Sergeant) Josef Kaiser of 9/JG-27 with shooting down the "901."

Jagdeschwader 27 (JG 27) was a fighter wing of the Luftwaffe, serving in Germany, France, Austria, North Africa as well as the Mediterranean theater.

This was Kaiser's fifth and last air victory. He was killed in action on 12 June 1944, flying Bf 109 G-6/U4 - Werk #440305 in aerial combat in the Caen/Bayeux area of France during the Battle of Normandy.

Included in the MACR is the English translation of a German Downed Allied Aircraft Report - *Kampfflugzeug Unterlagen* - KU-1301 dated 1 June 1944.

This report was completed at 1050 hours that day by Air Base Command A(o) 111/XVIII, Agram-Stadt (Zagreb - Borongaj), a joint Croatian Air Force/ German Luftwaffe airfield located about five kilometers east of Zagreb.

The airfield at Zagreb -Borongaj was built between 1925 and 1926 as a joint military-civil airfield. It became a joint Croatian Air Force – Luftwaffe base following the German occupation in April 1941 with both countries using it mainly for training. It was extended and considerably improved by the Germans in 1942.

The field at Borongaj contained extensive facilities including eight hangars with paved aprons (three large double-bay, three large and two small) on the east and west sides of the airfield, a ladder-type servicing hardstand at the northeast corner, five workshops, motor pool and garages, administration buildings and barracks. A main railway line was located near the northern boundary. The air base's dimensions were approximately 1005 x 640 meters with a take-off/landing run of 1,005 meters.

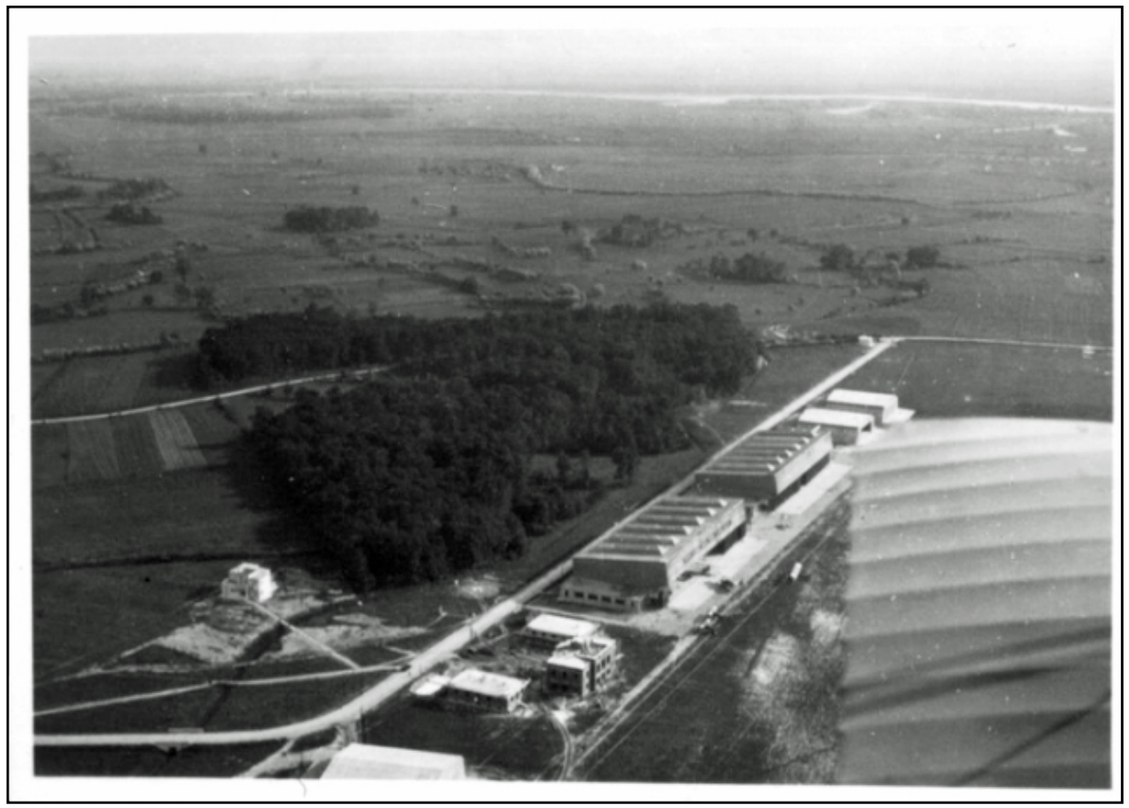
It is interesting that on 30 May 1944, a satellite of Borongaj connected by taxiway - Vukomerec - was bombed by 55 USAAF B-17 Flying Fortresses, which resulted in three Croatian aircraft destroyed and one German and six

Croatian aircraft damaged. The hangars, administration buildings, repair shops, stores buildings were also damaged per a German report.

The 1 June 1944, Luftwaffe report from Zagreb - Borongaj airfield stated that Morrissey, radioman Cain and nose gunner Mielke were captured on 30 May in the vicinity of Križevci, and transferred to Dulag Luft Oberursel on 1 June for Prisoner of War (PW) collection and interrogation.

A report dated 4 June 1944, states that Engle was also captured. A second report dated 4 June states that Josephson suffered the same fate; in addition, he was wounded with 20mm round shrapnel and passed out momentarily before bailing out. Upon capture, Josephson was sent to "Army Hospital 1/637" before transport to Dulag Luft. A 450th BG report within the MACR states that Bruner was captured as well; the Germans later reported sending him to Dulag Luft with an injured ankle.

Cain, Engle, Josephson and Mielke would be transferred to Stalag Luft IV in Gross Tychow, Pomerania (now Tychowo, Poland). Opened to American PWs on 12 May 1944, the camp held Allied aircrew who were non-commissioned officers. Sometime before the end of hostilities the camp expanded capacity to 6,400 airmen.



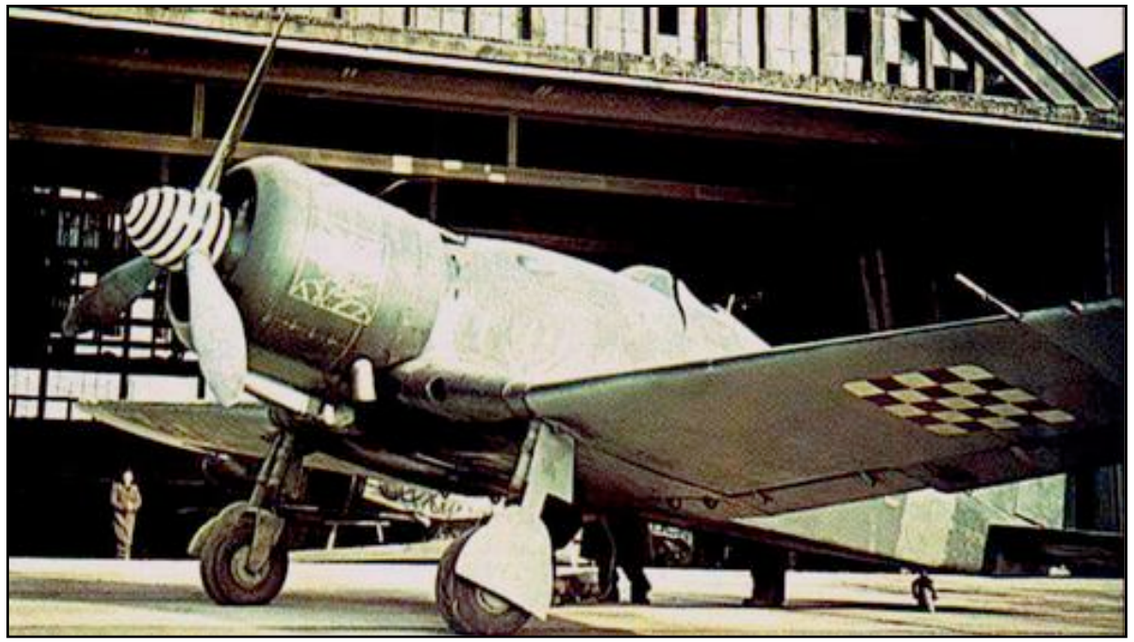
Above: A 1930s photo of the west side of Zagreb - Borongaj airfield. The Sava river can be seen in the distance. The Sava flows through current day Slovenia, Croatia, along the northern border of Bosnia and Herzegovina, and through Serbia, discharging into the Danube in Belgrade.



Above: A 1930s photo taken at a footpath on the west side of the airfield. Buildings visible in the photo include the administrative building and the western and northern hangars, still standing and protected today by the Republic of Croatia.



Above: German troops in front of the station building at Zagreb - Borongaj airfield during World War II



Above: A rare color photo of a Fiat G.50bis aircraft in front of a hangar which still stands today at the north end of the Borongaj airfield. The Fiat G.50bis was a a two-seat fighter trainer, sold by the fascist Italian government to the Independent State of Croatia's Air Force.



Above: An aerial reconnaissance photo of the bombing of Zagreb - Borongaj airfield (lower right hand corner) and vicinity on 16 June 1944, taken by a Spitfire Mark XI of 683 Squadron of the Royal Air Force (RAF)

Parr, Gross and Jones managed to avoid capture with help of Yugoslavian partisans they found soon after landing. Jones had broken a few ribs as a result of bailing out. All three made it back to Italy and returned to duty by 13 June.

Unfortunately, Pine did not survive. Around 30 May 1944, it was reported to Luftflotte (Air Fleet/Airfield Area) 6/XVII Agram through the German Commanding General in Croatia that a German lieutenant named Fruehwirth of A.P.O. 56 963 came to post headquarters with one of Pine's identification tags found near the crashed Liberator. It was wrongly presumed that the tag belonged to one of the 901's pilots.

Yugoslavian soldiers, as well as civilians who spoke English confirmed Pine's fate upon finding him surrounded by shattered plexiglass and hanging out of the tail turret in the crashed B-24H; he had taken rounds to the chest and head in-flight, which certainly instantly killed him. According to a questionnaire included in the MACR, he was killed by 20mm rounds fired from Kaiser's Bf 109 that was chasing the Liberator from behind. This was his first mission, as the assigned tail gunner had grounded himself.

Arthur W. Pine was later buried in Plot A Row 11 Grave 35 in the Sicily-Rome American Cemetery at Nettuno, Italy.

Dulag Luft Oberursel was the interrogation camp for American and British aircrew, before movement to the nearby transit (holding) camp Dulag Luft Wetzlar. “Dulag Luft” was a term used by the Allies - short for "*Durch-gangslager der Luftwaffe*" - which trans-lates to "Transit Camp of the Luftwaffe."

Wetzlar became the holding camp for American and British aircrew before movement to a permanent Stalag Luft, after the previous camp in Frankfurt-am-main, Germany was bombed by the Allies on 24 March 1944.

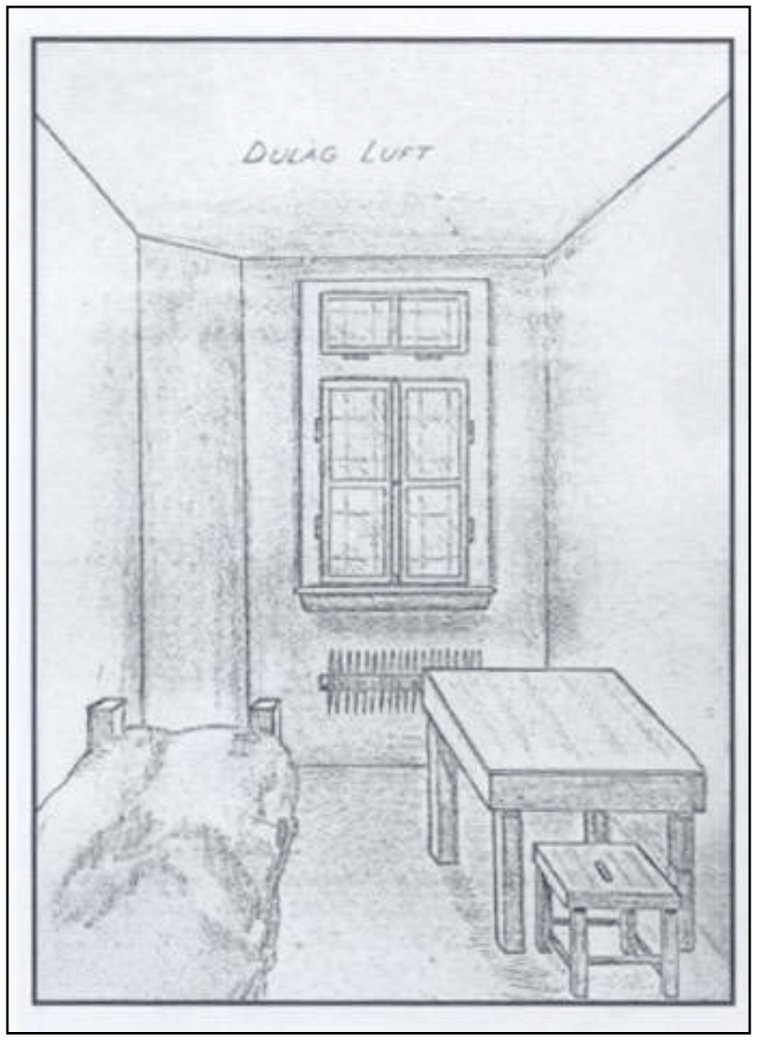
As directed by a 450th BG memorandum dated 5 June 1944, all 10 crew members were identified as “battle casualties.”



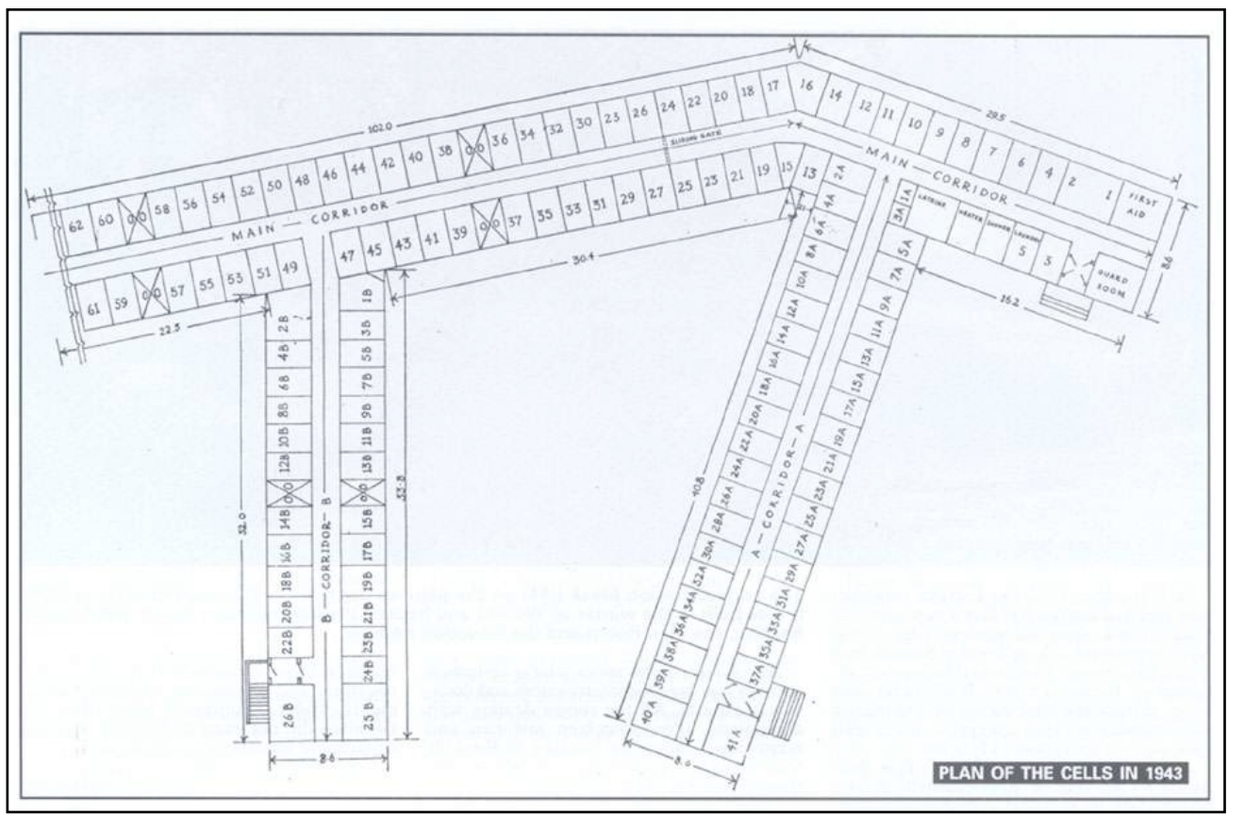


Photographs of Dulag Luft Oberursel in 1959





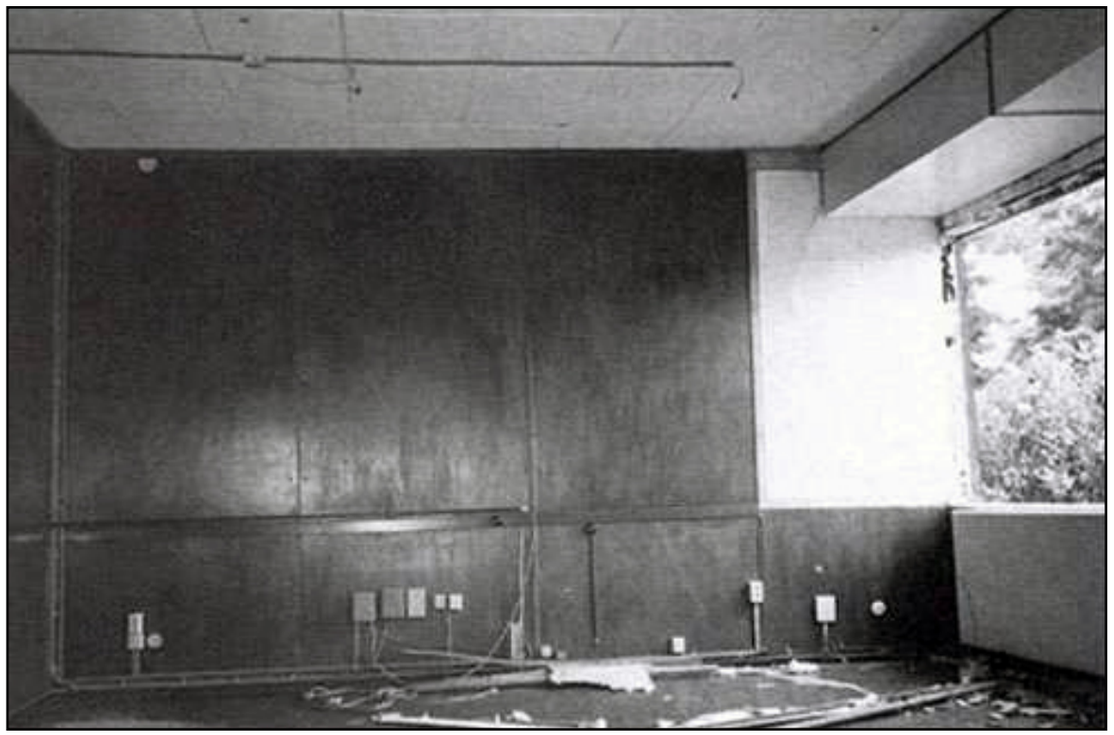




Above: A sketch of the solitary confinement cell within the “Cooler” at Dulag Luft Oberursel

Right: The “Cooler” at Oberursel







Above: The administration bloc at Oberursel. It was built in winter of 1942-1943. It housed the Interrogation Room, the records section, the Map Room and the Situation Rooms.

Left: The corridor leading to the Interrogation Room at Oberursel and the Interrogation Room as it looked post-war after being vandalized



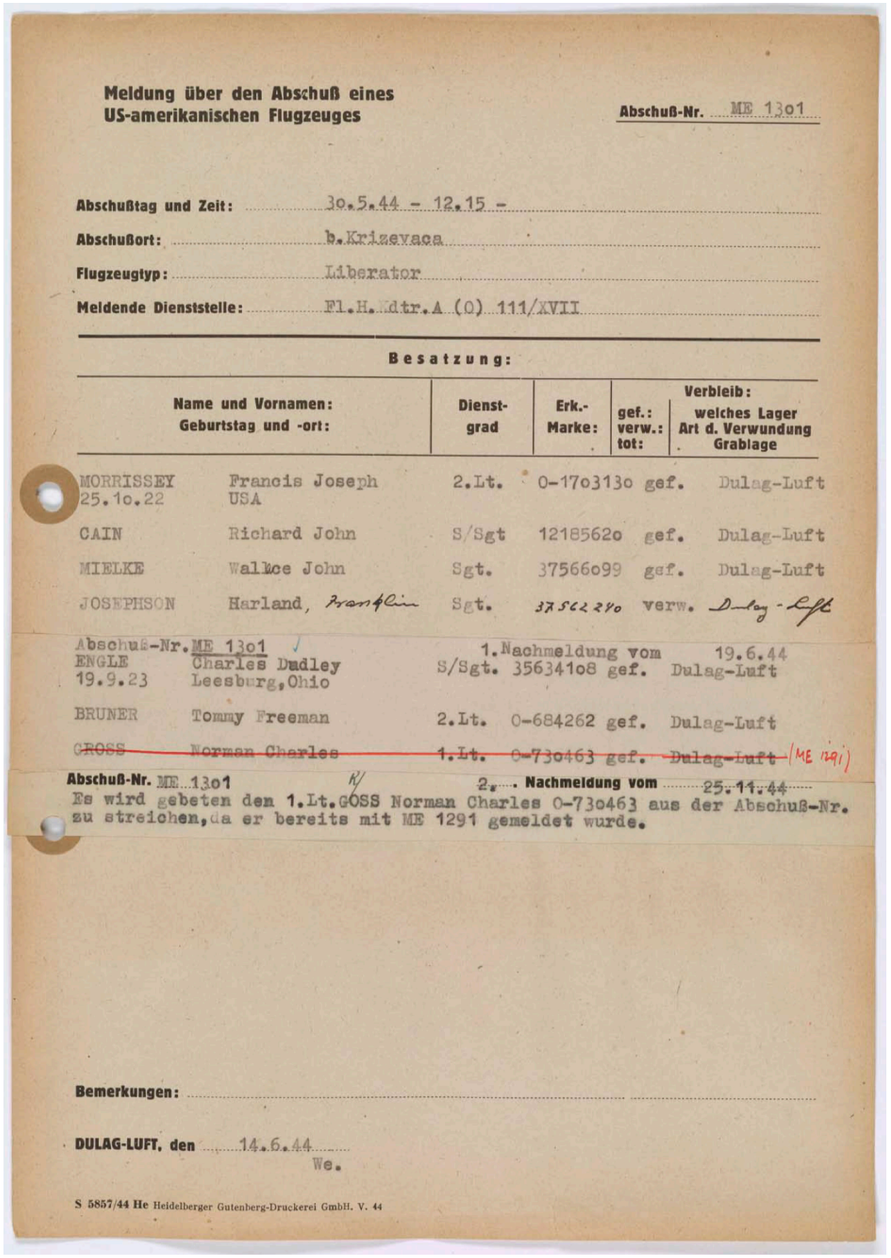




Above: This photo from Claudio Michael Becker depicts the arrival of new POWs at Dulag Luft Wetzlar in August or September of 1944

Left Above and Below: The entrance and various buildings marked “POW” at Dulag Luft Wetzlar

Source: merkki.com



Meldung über den Abschuß eines US-amerikanischen Flugzeuges

Abschuß-Nr. ME 1301

Abschußtag und Zeit: 30.5.44 - 12.15 -

Abschußort: b.Krizevacа

Flugzeugtyp: Liberator

Meldende Dienststelle: Fl.H.Kdtr.A (O) 111/XVII

Besatzung:

Name und Vornamen: Geburtstag und -ort:		Dienstgrad	Erk.-Marke:	gef.: verw.: tot:	Verbleib: welches Lager Art d. Verwundung Grablage
MORRISSEY 25.1o.22	Francis Joseph USA	2.Lt.	O-17o313o	gef.	Dulag-Luft
CAIN	Richard John	S/Sgt	12185620	gef.	Dulag-Luft
MIELKE	Wallce John	Sgt.	37566o99	gef.	Dulag-Luft
JOSEPHSON	Harland, Franklin	Sgt.	37562240	verw.	Dulag-Luft

Abschuß-Nr. ME 1301 1. Nachmeldung vom 19.6.44
ENGLE 19.9.23 — Charles Dudley, Leesburg, Ohio — S/Sgt. 3563410 8 gef. Dulag-Luft

BRUNER — Tommy Freeman — 2.Lt. O-684262 gef. Dulag-Luft

~~CROSS — Norman Charles — 1.Lt. O-73o463 gef. Dulag-Luft~~ (ME 1291)

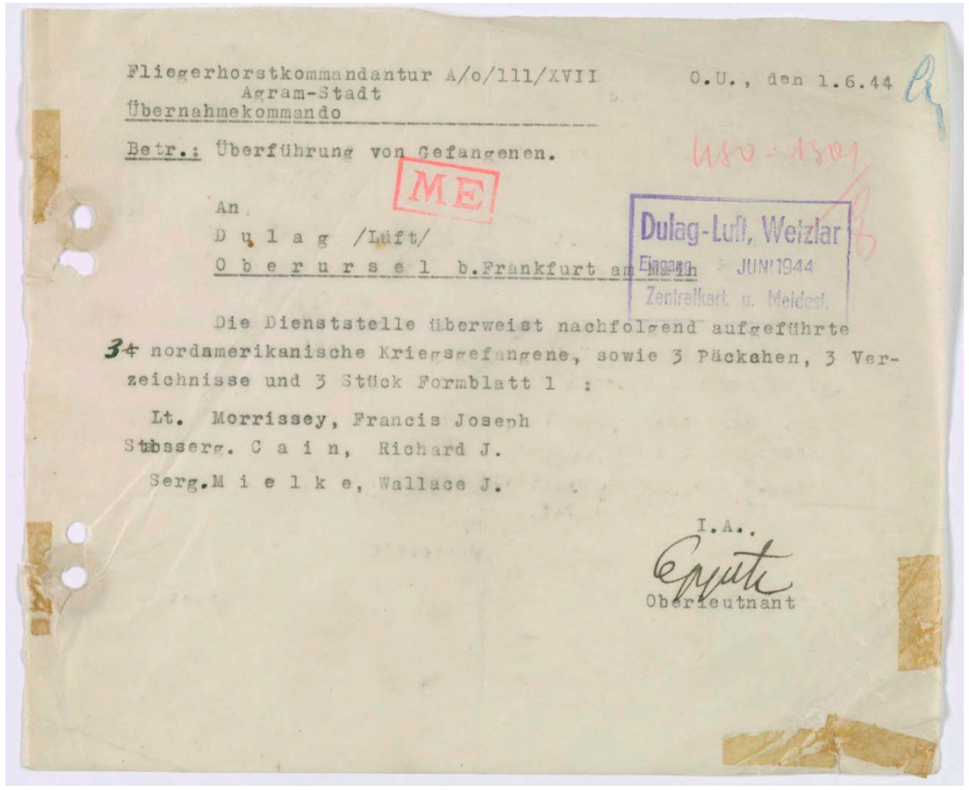
Abschuß-Nr. ME 1301 K/ **2. Nachmeldung vom** ~~25.11.44~~
Es wird gebeten den 1.Lt.GOSS Norman Charles O-73o463 aus der Abschuß-Nr. zu streichen, da er bereits mit ME 1291 gemeldet wurde.

Bemerkungen:

DULAG-LUFT, den 14.6.44
We.

S 5857/44 He Heidelberger Gutenberg-Druckerei GmbH. V. 44

This page and following pages contain original German documents specific to B-24 Liberator “901” crew members that were captured and sent to Dulag Luft.



Fliegerhorstkommandantur A/o/111/XVII Agram-Stadt
Übernahmekommando

O.U., den 1.6.44

Betr.: Überführung von Gefangenen.

ME

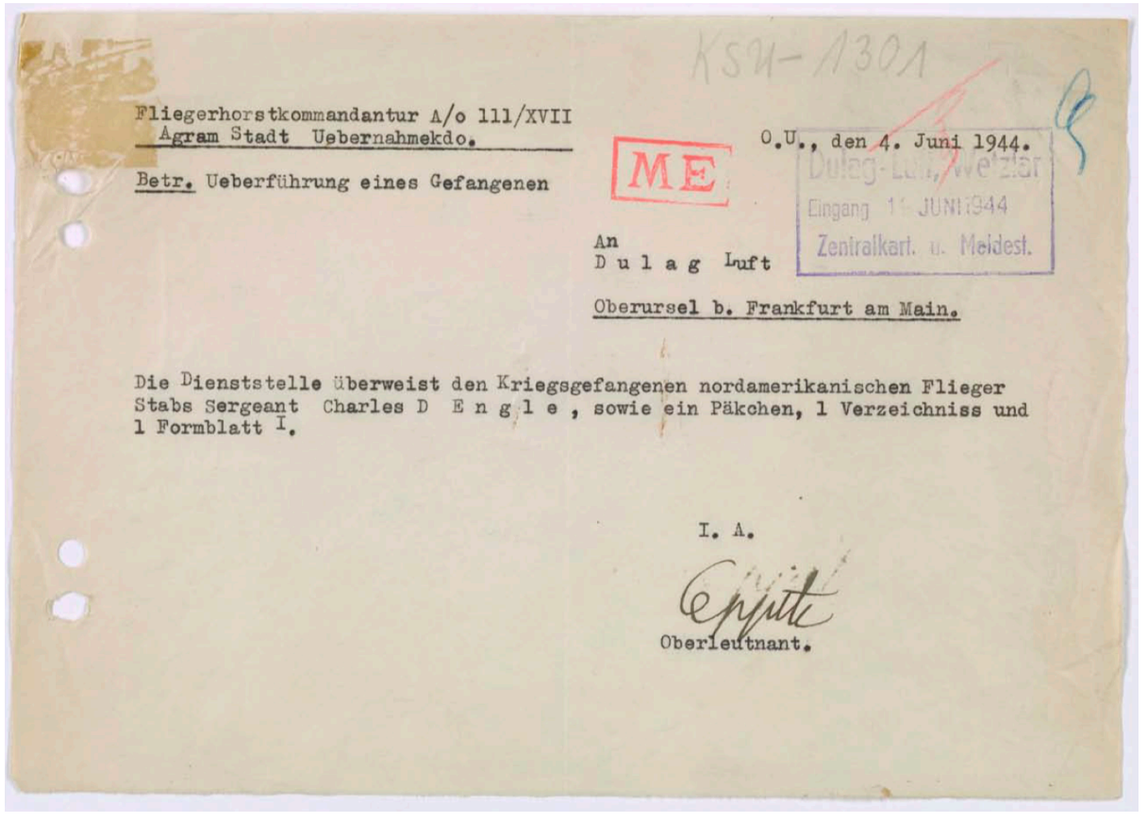
Dulag-Luft, Wetzlar Eingang 3. JUNI 1944 Zentralkart. u. Meldest.

An
D u l a g /Luft/
O b e r u r s e l b.Frankfurt am Main

Die Dienststelle überweist nachfolgend aufgeführte 3 nordamerikanische Kriegsgefangene, sowie 3 Päckchen, 3 Verzeichnisse und 3 Stück Formblatt 1 :

Lt. Morrissey, Francis Joseph
Stabsserg. C a i n, Richard J.
Serg. M i e l k e, Wallace J.

I.A.
Oberleutnant



KSH-1301

Fliegerhorstkommandantur A/o 111/XVII
Agram Stadt Uebernahmekdo.

O.U., den 4. Juni 1944.

Betr. Ueberführung eines Gefangenen

ME

Dulag-Luft, Wetzlar Eingang 14. JUNI 1944 Zentralkart. u. Meldest.

An
D u l a g Luft

Oberursel b. Frankfurt am Main.

Die Dienststelle überweist den Kriegsgefangenen nordamerikanischen Flieger Stabs Sergeant Charles D E n g l e , sowie ein Päkchen, 1 Verzeichniss und 1 Formblatt I.

I. A.
Oberleutnant.

ME

Dulag-Luft, Wetzlar
Eingang 27 JUNI 1944
Zentralkart. u. Meldest.

11c 8

Nur für den Dienstgebrauch !

Angaben ueber Gefangennahme von feindlichen Luftwaffenangehörigen

Fliegerhorstkommandantur A/o/III/XVII Agram

Dienststelle: .....
Ort: Agram-Stadt
Zeit: 1.6.44, 1o,5o Uhr

Verteiler:
Luftgaukdo. 1
Dulag Luft 1
Lazarett 1x

Abschuss: durch Jäger

Betr. einer 4 viermot. Bombers

Notlandung Fallschirmabsprung
bei 1/ Križevaca
am 3o.5.44 um 12 um 15 Uhr

Name: M o r r i s s e y
Vorname: Francis Joseph
Dienstrang: Leutnant
Nr. der Erkennungsmarke: O- 1703130
Verbleib : 2/ gefangen
Ort und Zeit der Gefangennahme: Križevaca
Bezeichnung des Lazaretts .....
Ort und Zeit der Beisetzung./Grablage evtl. nachmelden!/
.....

F.d.R.
Oberleutnant

Zu 1/ Genaue Angabe des Aufschlagortes und dessen Lage zu grösserem Bezugsort, bei Grosstadt Angabe des Vorortes, Stadtteiles oder der Strasse.

Zu 2/ Ob gefangen, verwundet, vermisst, flüchtig oder tot geborgen.

Kommando des Flughafenbereiches 6/XVII(Agram)
Gr.Ic/Abw. Az.8

O.U., den 5.6.44

U.

an
Dulag (Luft)
Oberursel bei Frankfurt a/Main

nebst Anlage übersandt.

I.A.

Oberstleutnant

ME

Dulag-Luft, Wetzlar
Eingang 27 JUNI 1944
Zentralkart. u. Meldest.

Feldkommandantur 1038
Platzkommandantur II.

Križevci, den 31. Mai 1944

Kdo. Flugh. Ber. 6/XVII (Agram)
Ein.: 4. JUNI 1944 Anl. 2
Ausgang Tgb.Nr.

Deutscher Bevollm. General in Kroatien
- 3 6. 1944
Nr.:
Abt.: Ic Az.:

An das
Kommando des Flughafenbereiches 6/ XVII
(Agram) über
Dt. Bevollm. General in Kroatien.

Heute erschien auf der Platzkommandantur Lt. F r ü h w i r t h Feldpost - Nr. 56 963 - und übergab den anliegenden Notizblock mit einer Erkennungsmarke. Beide Sachen wurden bei dem 2 km ostwärts von C r k v e n a notgelandeten und zertrümmerten amerikanischen Bomber gefunden.
Lt. Frühwirth vermutet,dass die Erkennungsmarke dem getöten Piloten gehört.

1 Notizblock
1 Erkennungsmarke.

Hauptmann und Platzkommandant.

KSV-1301 KSV 1290

Fernschreibstelle

LSOU 1056
Fernschreibname Laufende Nr.

Dulag-Luft, Wetzlar
Eingang 14 JUNI 1944
Zentralstelle f. Meldew.

Angenommen
Aufgenommen
Datum: 13.VI.44 19..
um: 1200 Uhr
von: LSEB
durch: Kurk

Befördert:
Datum: 19..
um: Uhr
an:
durch: ME
Rolle:

Vermerke:

Fernschreiben

-- A A LTJH NR 141 6/6 1900.=
AN DULAG LUFT OBERURSEL / B. FRANKFURT / MAIN.=
GEFANGEN WURDEN : ROEM. EINS : AM 29.5.44 BEI VISNJARIJA
(KREVECI) DIE BEIDEN NORDAMERIK. FLIEGER : 1.) STABSGT.
ENGLE, CHARLES D. ERK. NR. 35623108.=
2.) SERGT. JOSEPHSON, H. H., A 37562240 - BEIDE
FALLSCHIRMABSPRUNG AUS VIERMOTORIGEM BOMBER WEGEN FLAKTREFFER
- ROEM. ZWEI / AM. 29.5.44 / BEI NIN NAEHE ZARA FOLGENDE
10 NORDAMERIK. FLIEGER :
1.) LEUTNANT DANIEL ROY F ERK. NR. O-808131.-
2.) LTN. BIESCHKE, EDWARD F. O-7581718.-

-- WENDEN --

Unterschrift des Aufgebers | Fernsprechanschluß des Aufgebers

Dieser Teil wird von der Fernschreibstelle ausgefüllt. | Hoffstand

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Fernschreibstelle

LSOU 947
Fernschreibname Laufende Nr.

Dulag-Luft, Wetzlar
Eingang 14 JUNI 1944
Zentralstelle f. Meldew.

Angenommen
Aufgenommen
Datum: 19..
um: Uhr
von: LSEB
durch:

Befördert:
Datum: ME 19..
um: Uhr
an:
durch:
Rolle:

Vermerke:

Fernschreiben

A LTJH NR. 61 3/6 1115.=
AN DULAG LUFT, I. OBERURSEL B. FRANKFURT MAIN.=
GEFANGEN WURDEN :
1.) ROEM. EINS AM 30.5.44 BEI KRIZEVACA FOLG. 3
NORDAMERIK. FLIEGER : (Geber auszufüllen) | Bestimmungsort
1) LT. MORRISSEY, FRANCIS, JOSEF, =
(. R. NR. O - 1703130.-
2.) STABSSGT. CAIN, RICHARD J, NR. 12185620.-
3.) SERGT. MIELKE, WALLACE J. NR. 37556099.-
- SAEMTLICHE FALLSCHIRMABSPRUNG AUS 4 - MOTROMBER WEGEN -
JAEGERBESCHUSZ.-
ROEM. ZWEI AM 29.5.44. 90 KM. SUEDL. VON AGRAM FOLG.
2 NORDAMERIK. FLIEGER:
1.) LT. SIMKINS RAY NR. T 72229. VERWUNDET.-
2.) SERG. MAIR, JOSEF NR 32804844 VERWUNDET.-
BEIDE FALLSCHIRMABSPRUNG AUS LIBERATOR.-
ROEM. I DREI : AM 29.5.44 BEI PETRINJA NORDAMERIK. STABSSGT.
FREMAN, EDWIN E. NR 33206482 VERW.-
FALLSCHIRMABSPRUNG AUS LIBERATOR WEGEN JAEGERBESCHUSZ.=
HORSTKOMMANDANTUR AGRAM

Nicht zu übermitteln:

Unterschrift des Aufgebers | Fernsprech-Anschluß des Aufgebers

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Ln 36010 Graphia Berlin SW 68

ME

Dulag-Luft, Wetzlar
Eingang 14 JUNI 1944
Zentralstelle f. Meldew.

14 c 9
85

Nur für den Dienstgebrauch !

Angaben ueber Gefangennahme von feindlichen Luftwaffenangehörigen

Fliegerhorstkommandantur A/o/III/XVII Agram

Dienststelle: .....
Ort: Agram-Stadt
Zeit: Agram-Stadt
1.6.44, 11,2o Uhr

Verteiler:
Luftgaukdo.
Dulag Luft
Lazarett

Abschuss:
Betr. durch Jäger
einer 4 viermot. Bombers
Notlandung
bei 1/ Fallschirmabsprung
am Križevaca um ... um ... Uhr
3o.5.44 12 - 15

Name: .....
Vorname: C a i n
Dienstrang: Richard J.
Nr. der Erkennungsmarke: Stabsserg.
Verbleib : 2/ 12185620
Ort und Zeit der Gefangennahme: gefangen
Bezeichnung des Lazaretts: 3o.5.44 in Križevaca 17 Uhr
Ort und Zeit der Beisetzung./Grablage evtl. nachmelden!/

F.d.R.
Oberleutnant

Zu 1/ Genaue Angabe des Aufschlagortes und dessen Lage zu grösserem Bezugsort, bei Grosstadt Angabe des Vorortes, Stadtteiles oder der Strasse.

Zu 2/ Ob gefangen, verwundet, vermisst, flüchtig oder tot geborgen.

ME

ESO-1301

Nur für den Dienstgebrauch !

Dulag-Luft, Wetzlar
Eingang 13. JUNI 1944
Zentralstelle für Meldest.

Angaben über Gefangennahme von feindlichen Luftwaffenangehörigen

Dienststelle: Fl.H.Kdtr. A/o/ 111/XVII
Ort: Agram-Stadt
Zeit: 4.6.44 15,oo Uhr

Verteiler:
Luftgaukdo.
Dulag Luft
Lazarett

Abschuss: Liberator durch Jäger

Betr. einer s viermot. Bombers
Notlandung Fallschrimabsprung
bei 1/ Višnjeria Nähe Krevaci
am 29.5.44 um 12,30

Name: Josephson
Vorname: H. F.
Dienstrang: Sergeant
Nr. der Erkennungsmarke: 3756224o
Verbleib: 2/ gefangen, verwundet
Ort und Zeit der Gefangennahme: Višnjeria, 29.5.44, 12,3o Uhr
Bezeichnung des Lazarettes: Kreislazarett 1/637
Ort und Zeit der Beisetzung /Grablage evtl. nachmelden!/

F.d.R.
Eppler
Oberleutnant

Zu 1/ Genaue Angabe des Aufschlagortes und dessen Lage zu grösserem Bezugsort, bei Grossstädten Angabe des Vorortes, Stadtteiles oder der Strasse.

Zu 2/ Ob gefangen, verwundet, vermisst, flüchtig oder tot geborgen.

ME

Dulag-Luft, Wetzlar

Nur für den Dienstgebrauch !

Angaben ueber Gefangennahme von feindlichen Luftwaffenangehörigen
Fliegerhorstkommandantur A/o/111/XVII Agram

Dienststelle: Agram-Stadt
Ort 1.6.44 ; 11,10 Uhr
Zeit durch Jäger

Verteiler:
Luftgaukdo.
Dulag Luft
Lazarett

Abschuss:
Betr. einer s viermot. Bombers
Notlandung Fallschirmabsprung
bei 1/ Krizevaca
am 30.5.44 um 12 um 15 Uhr

Name: Mielke
Vorname: Wallace J
Dienstrang: Serg.
Nr. der Erkennungsmarke: 37566090
Verbleib : 2/ gefangen
Ort und Zeit der Gefangennahme: 30.5.44. Križevaca
Bezeichnung des Lazaretts
Ort und Zeit der Beisetzung./Grablage evtl. nachmelden!/

F.d.R.
Eppler
Oberleutnant

Zu 1/ Genaue Angabe des Aufschlagortes und dess Lage zu grösserem Bezugsort, bei Grosstäd Angabe des Vorortes, Stadtteiles oder der Strasse.

Zu 2/ Ob gefangen, verwundet, vermisst, flüchti oder tot geborgen.

Kriegsgefangenenpost

GEPRÜFT

Postkarte

An 22

Mit Luftpost
Par Avion

12.6.44.0 08

MRS. JAMES S. MORRISSEY

Gebührenfrei!

Absender:

Vor- und Zuname: 2nd LT.
FRANCIS J. MORRISSEY

Gefangenennummer: O-1703130

Lager-Bezeichnung:
DULAG-LUFT
Deutschland (Germany)

11329
U.S. CENSOR

Empfangsort: DAYTON, OHIO

Straße: 231 TROY ST.

Land: U S A
(Landesteil, Provinz usw.)

Kriegsgefangenenlager

Datum: 6 - 7 - 44

DEAR MOTHER: AM A PRISONER OF WAR.
I AM SAFE, UNHURT AND AM BEING TREATED
WELL. PLEASE DONOT WORRY. BEING TAKEN
CARE OF BY RED CROSS. THIS IS A TEMPORY
STOP. DONOT WRITE UNTIL I SEND MY ADRESS
HAVE ESTHER WRITE WHEN YOU DO SO. SEE
YOU AFTER THE WAR. LOVE TO ALL.

Francis



Pine

The next page contains dog tags of B-24 Liberator “901”crew members that were captured and sent to Dulag Luft.

IN MEMORY OF

★★★★★

ARTHUR W. PINE

RANK

STAFF SERGEANT, U.S. ARMY AIR FORCES

UNIT

722ND BOMBER SQUADRON, 450TH BOMBER GROUP, HEAVY

DATE OF DEATH

MAY 30, 1944

COMMEMORATED IN PERPETUITY AT

SICILY-ROME AMERICAN CEMETERY

NETTUNO, ITALY

“Time will not dim the glory of their deeds.”

— GENERAL JOHN J. PERSHING



Morrissey and Engle



Josephson and Mielke

At the time Frank's last ship was shot down, Dulag Luft was actually composed of three installations: the interrogation center at Oberursel; the hospital at Hohemark; and Wetzlar, the transit camp where prisoners ultimately ended up before shipment to a permanent prisoner of war camp.

Oberursel consisted of four large wooden barracks, two of which were connected by a passage and known to PWs as the "cooler." These contained some 200 cells. These cells, 8' high, 5' feet wide and 12' feet long, held a cot, a table, a chair and an electric bell for PWs to call the guard. The third barrack contained the administrative headquarters. The fourth building, a large L-shaped structure, housed the interrogating offices, files and records. Senior officers lived on the post; junior officers outside in a hotel. The commandant lived on a nearby farm. The entire camp was surrounded by a barbed-wire fence, but was equipped with neither perimeter floodlights nor watchtowers.

The camp was built on level ground. There were large white rocks that covered the length of the front lawn forming the words "Prisoner of War Camp." In fact, "Prisoner of War Camp" was painted in white letters across the roof of nearly every building. Dulag Luft was of great importance to the Germans and they knew the Allies would never bomb it as long as it could be identified

from the air. The camp was estimated to cover about 500 acres. The boundaries of the camp were formed by two parallel fences ten feet apart and they stood 12 feet tall, with trenches and barbed wire entangled between them. Watch towers were spaced around the camp at one hundred yard intervals. Trained dogs prowled the outer boundaries and heavily armed pill boxes were scattered beyond the barbed wire.

At Oberursel prisoners were kept in solitary confinement. The average stay in solitary was four or five days, and legally no longer than 28 days - the maximum number of days of solitary permitted by the Geneva Convention.

There is record that one officer, a Captain William N. Schwartz, was imprisoned 45 days.

All crew in solitary confinement cell were denied cigarettes, toilet articles and Red Cross food. Since prisoners were held in solitary confinement for limited periods of time, no system of prisoner representation by senior Allied officers existed at Oberursel.

German personnel, all Luftwaffe, were divided into two main branches: Administrative and Intelligence. Under Intelligence came officers and interpreter noncommissioned officers (NCOs) actually taking part in the interrogations and other intelligence work of the unit.

The total strength of this branch was 50 officers and 100 enlisted men. Administrative personnel consisted of one guard company and one Luftwaffe construction company, each consisting of 120 men. Occasionally members of the Gestapo at Frankfurt were permitted to interrogate prisoners.

Prisoners were first visited by a reception officer, and sometimes also by an interpreter, depending on the language spoken by the PW. The reception officer would endeavor to persuade the prisoner to answer all the questions. He would then transmit this on a form together with his assessment of the character of the prisoner to a senior officer, usually the rank of Major, who in turn would detail the most suitable member of his staff top conduct the questioning. These interrogations were sometimes held in the cells, but more often in the rooms of the interrogator. Usually such interrogations were quite short, as, for instance in the case of an air gunner, who would have little information; but sometimes in the case of a pilot or prisoners who were particularly security minded, the interrogations might continue for three or four days, often twice per day.

The interrogation of Allied prisoners at the hands of German military personnel was usually nonviolent. An occasional interrogator, exasperated by polite refusals to give more than name, rank,

and serial number - or, more occasionally, perhaps by an exceptionally "fresh" PW, may have lost his temper and struck a PW. It is not believed that this ever went beyond a slap on the face, dealt in the heat of anger - certainly physical violence was not employed as a policy.

On the other hand, no amount of calculated mental depression, privation and psychological blackmail was considered excessive. Upon arrival, PWs were stripped, searched and sometimes issued German coveralls. At other times, they retained the clothing in which they were shot down.

Interrogators often used threats and violent language, calling prisoners "murderers of children" and threatening them with indefinitely prolonged solitary confinement or starvation rations - unless they would talk. Prisoners were threatened with death as spies unless they identified themselves as airmen, by revealing technical information on some such subject as radar or air combat tactics. Confinement in an unbearably overheated cell and pretended shootings of "buddies" was resorted to in the early days. Intimidation yielded inferior results and the "friendly approach" was considered best by the Germans.

Rations at Dulag Luft were typically two slices of black bread and jam, with ersatz coffee in the morning, watery soup at

midday, and two slices of bread at night. No Red Cross parcels were issued at Dulag Luft.

As a rule, men seriously needing serious medical treatment were sent to Hohemark hospital. Those suffering from the shock of being shot down and captured, received no medical attention. Some PWs arrived at permanent camps still wearing dirty bandages which had not been changed at Oberursel.

After completion of interrogation at Oberursel, prisoners were next transferred the 60 kilometers by train to the transit camp in Wetzlar, located north of Frankfurt. In contrast to Oberursel, prisoners at Wetzlar typically received a Red Cross box of clothes and toilet articles. There was also a system of prisoner representation by senior Allied officers at Wetzlar, generally resulting in better treatment of incoming PWs. This camp served as a resting place for prisoners, recuperating from capture and the relatively harsher treatment at Oberursel. Usually only after a few days at Wetzlar, prisoners were put on a rail car that took them to their permanent prisoner of war camp.

Next Page: Frank's postcards showing the AAF-sanctioned rest camp at Santa Cesarea Terme in Italy, where he rested on leave less than a week before being shot down over Croatia





Resting wonderfully

May 25, 1944

REST CAMP
TO GETTING

WEST AREA
SHOT DOWN

FOTOCELERE - TORINO - 1943 - XXI

Ediz. Romeo Cillo - Rip. interdetta *Vera Fotografia*

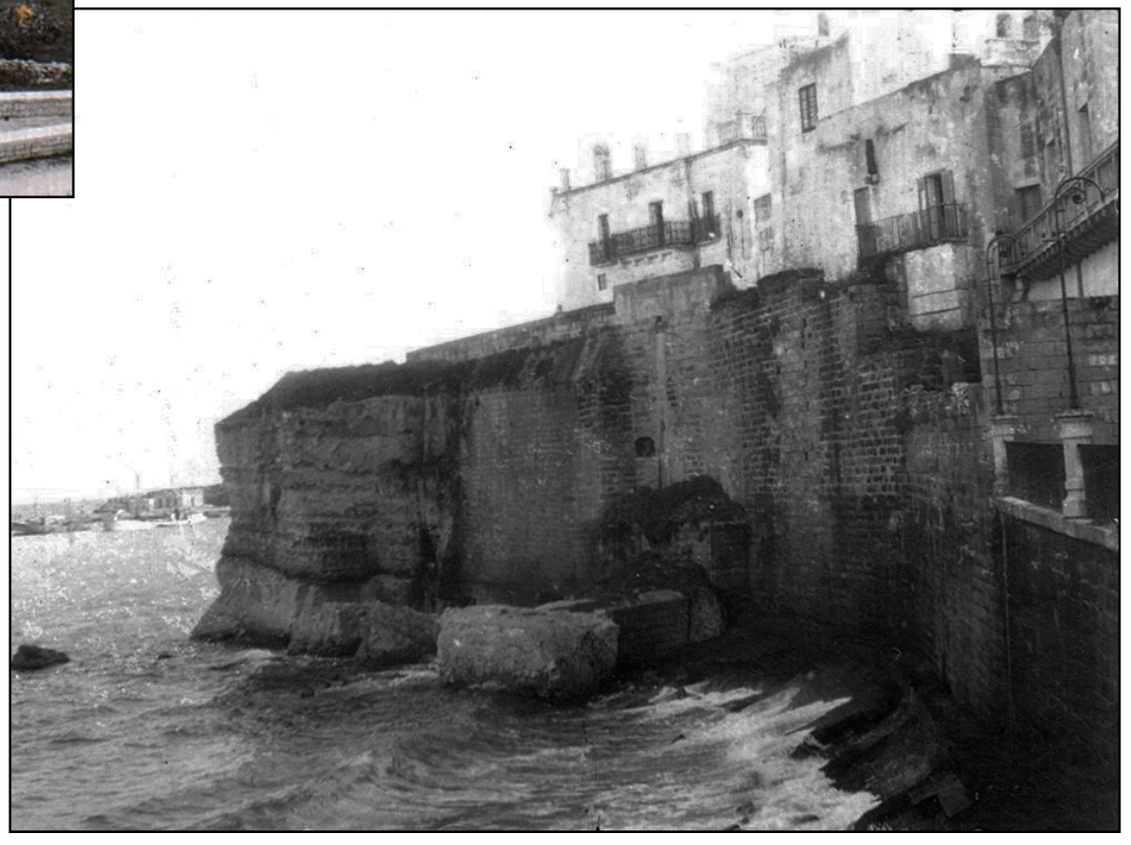
Chapple at the rest camp

FOTOCELERE - TORINO - 1943 - XXI

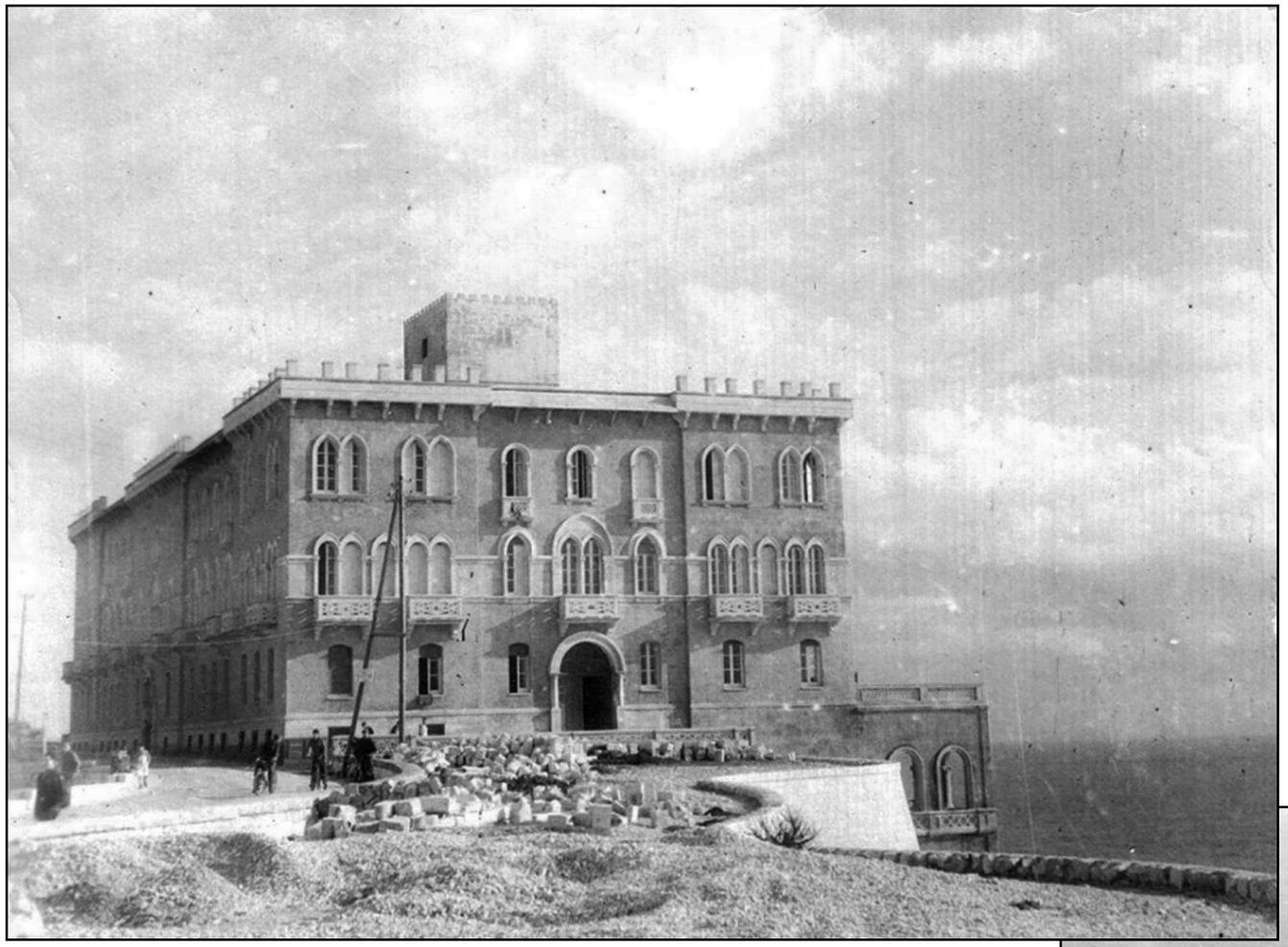
Ediz. Romeo Cillo - Rip. interdetta *Vera Fotografia*



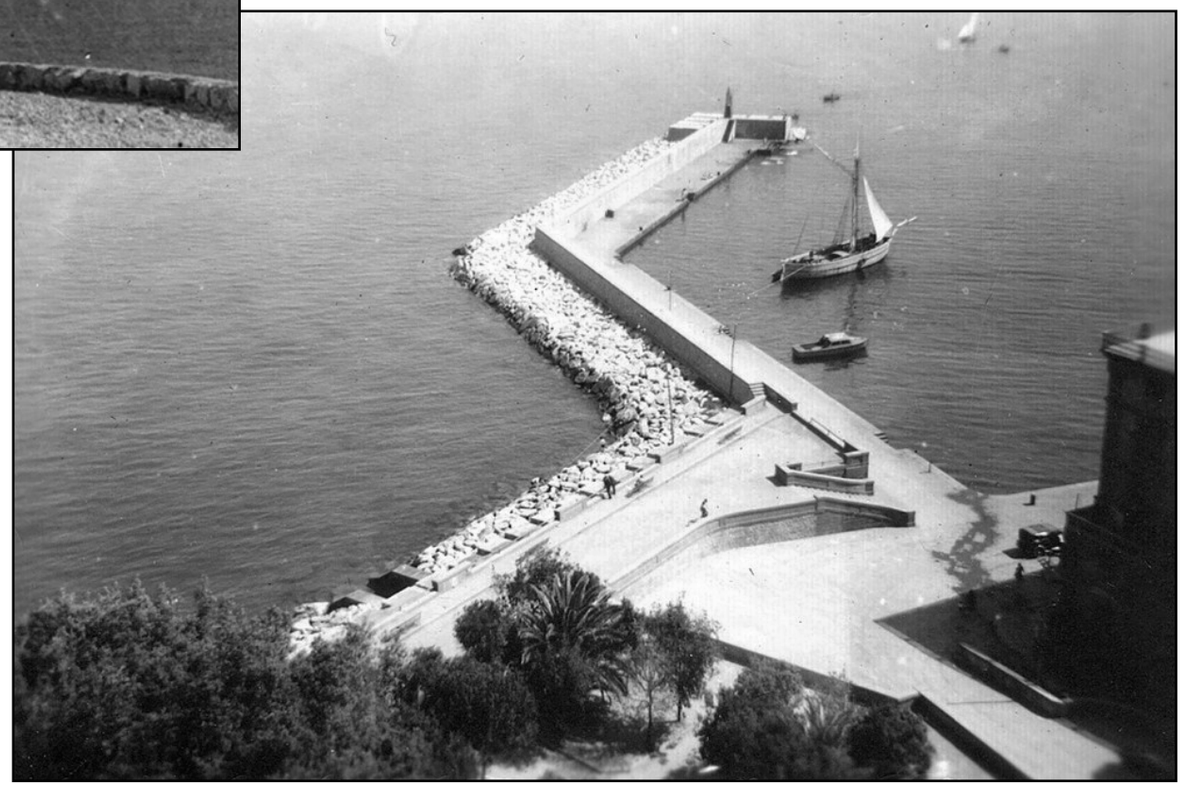




These photographs of the town of Santa Cesarea Terme, Lecce, Apulia, Italy, were taken in 1944 or 1945 by Corporal Donald Krasno, a Photo Laboratory Technician with the 5th Photo Group Reconnaissance, 4th Photo Technical Squadron of the 15th AAF



Santa Cesarea Terme is located a little more than 60 miles southeast of Manduria, and overlooks the Adriatic Sea. One of Morrissey's postcards shows The Mother Church Of The Sacred Heart, founded in the 14th century on the site, where according to tradition, the Virgin Cesaria died.



The photos were provided by Sue Schoenfeld, the daughter of Corporal Krasno. The original scans, many more of his photos as well as an eBook of the photos may be found here:

https://www.donaldkrasno.com/

West Compound Assigned Crew Arriving At Stalag Luft III On 10 June 1944

Last Name	First Name	Initial	Rank	ASN	PW No.	Block - Room
ADAMS	RUSSELL	J. JR.	1LT	O-678814	5665	162-14
ANDERSON	CHARLES	F.	1LT	O-755259	5666	171-12
AVERY	HAROLD	B.	2LT	O-687525	5667	171-5
BASSETT	EARL	F.	1LT	O-683805	5668	158-14
BLOCK	JAMES	H.	SGT	37507575	5781	173-2
BOYLE	GEORGE	F.	2LT	O-816779	5670	160-15
BRENISH	JOHN	E.	F/O	T-2060	5672	171-12
BUKER	HAROLD	W	2LT	O-818589	5673	170-11
BURROUGHS	JACK		2LT	O-699358	5674	172-11
BYRNE	JOHN	J.	2LT	O-692366	5675	160-15
CHAPLIN	DONALD	F.	2LT	O-756488	5676	166-5
CLARK	EDWIN	T.	2LT	O-693847	5677	170-11
CODDING	ARTHUR	M.	1LT	O-803776	5678	171-5
CORLEY	HENRY	L.	2LT	O-754789	5680	157-12
CONKLIN	CYRIL	D.	2LT	O-812755	5679	172-5
CROSS	ELVIN	W.	2LT	O-693641	5682	170-11
CULKIN	ALBERT	G.	SGT	32771227	5782	172-2
CZEMERDA	JOHN	J.	1LT	O-728768	5883	160-15
DICKSON	DONALD	W. JR.	2LT	O-810332	5684	162-14
DOHERTY	JOHN	H.	2LT	O-756866	5685	172-11
DRESSEL	WILBUR	S.	2LT	O-698874	5777	157-12

West Compound Assigned Crew Arriving At Stalag Luft III On 10 June 1944

Last Name	First Name	Initial	Rank	ASN	PW No.	Block - Room
DUNHAM	WILLIAM	F.	2LT	O-703967	5686	172-11
ELDER	JAMES	M.	2LT	O-760996	5687	170-13
FERGUS	GEORGE	T. JR.	2LT	O-749688	5659	159-15
FOSTER	RALPH	R.	2LT	O-698832	5690	157-12
FOSTER	WILLIAM	T.J.	2LT	O-757173	5691	170-13
GARSON	RALPH		2LT	O-703625	5692	172-11
GAUDAEN	GEORGE	W.	2LT	O-757773	5693	172-13
GEORGE	WALDEMAR	C.	2LT	O-691888	5694	169-11
GOODSON	ROBERT	G.	2LT	O-542798	5695	160-14
GRAY	STANLEY	V.	2LT	O-686076	5696	173-8
HAHN	CHARLES	I.	2LT	O-752749	5699	172-13
HANSON	WARD	M.	2LT	O-753880	5701	160-15
HARDING	ROBERT	W.	SGT	37552237	5783	173-2
HARVEY	HARRY		1LT	O-731511	5702	170-13
HAVERKOS	ROBERT	E.	1LT	O-732721	5703	163-11
HERRICK	JULIUS	F.	2LT	O-753660	5704	172-12
HODGE	FRANCIS	G. JR.	CPT	O-660360	5705	161-17
HUARTE	RAYMOND	E.	2LT	O-752122	5706	172-13
IVY	EDWIN	R.	2LT	O-676062	5707	170-11
JARES	ROBERT	C.	2LT	O-807451	5708	163-11
JAY	DONALD	S.	2LT	O-761438	5709	172-13

West Compound Assigned Crew Arriving At Stalag Luft III On 10 June 1944

Last Name	First Name	Initial	Rank	ASN	PW No.	Block - Room
JONES	JOHN	H.	1LT	O-665037	5710	163-11
KEITH	?	?	2LT	O-810160	5711	171-5
KEITH	WALTER	B. JR.	1LT	O-802411	5712	160-15
KELLEY	CURTIS	C.	2LT	O-752211	5713	171-14
KOCH	STEPHEN		2LT	O-694914	5714	160-15
KOEHLER	MARTIN	G.	2LT	O-746893	5715	162-14
LANDIS	JOSEPH	P.	CPT	O-728889	5717	170-11
LOCHNER	DENNIS	J.	2LT	O-702062	5720	170-13
LEDBETTER	HOWARD	E.	2LT	O-808564	5718	173-11
LEONARD	PAUL	T.	2LT	O-814501	5778	173-11
LOWELL	FREDERICK	H.	F/O	T-124021	5721	172-11
LUKASHEVICH	JOSEPH	J.	2LT	O-700637	5722	172-11
McCLELLAN	EUGENE	L.	2LT	O-706943	5723	170-11
McELMURRY	REX	H.	2LT	O-687486	5724	172-13
MATTHIAS	ADOLPH	J. JR.	1LT	O-749034	5725	160-15
MITCHELL	ROBERT	W.	2LT	O-807764	5727	172-11
MITCHENER	HARDY	A.	2LT	O-811773	5729	170-5
MORAN	ANDREW	J.	2LT	O-698215	5726	157-12
MORRIS	JOSEPH		1LT	O-674795	5730	171-15
MORRISSEY	FRANCIS	J.	2LT	O-1703130	5731	164-14
NAAS	VERNON	N.	2LT	O-757547	5732	160-12

West Compound Assigned Crew Arriving At Stalag Luft III On 10 June 1944

Last Name	First Name	Initial	Rank	ASN	PW No.	Block - Room
NUTTER	LLOYD	A.	1LT	O-752502	5733	172-13
OBRIEN	MAHLON	F.	2LT	O-757499	5734	166-5
PHILLIPS	THOMAS	D.	2LT	O-687759	5735	172-13
PICKETT	SEARL	G.	2LT	O-749050	5736	171-5
PRICE	AUSBURN	B.	2LT	O-801393	5737	163-11
REID	LOREN	F.	2LT	O-693477	5740	161-13
ROSSMAN	RAYMOND	E.	2LT	O-744337	5741	165-13
SAMBERG	HAROLD	E.	2LT	O-699742	5742	163-11
SAUMSIEGLE	ROBERT	W.	2LT	O-710324	5743	172-13
SCHMIDT	ROBERT	A.	2LT	O-690722	5744	160-15
SEVERSON	ELMER	D.	2LT	O-757749	5745	170-11
SHAUGHNESSY	W.	J.	2LT	O-693895	5746	171-15
SHOFNER	JAMES	F.	CPT	O-662682	5747	160-14
SIMARD	MELVIN	E.	2LT	O-690262	5748	170-5
SIVAK	STEPHEN	J.	1LT	O-669130	5749	160-8
SKOPIC	PETER		2LT	O-701322	5750	170-13
SMITH	JAMES	W.	2LT	O-691827	5751	166-12
SORKIN	JACK		2LT	O-703815	5752	171-5
STAPLETON	EDWARD	F.	2LT	O-814584	5753	171-5
TAUGHNER	ROBERT	T.	2LT	O-682405	5754	170-15
TAYLOE	WILLIAM	E.	2LT	O-704098	5755	172-11

West Compound Assigned Crew Arriving At Stalag Luft III On 10 June 1944

Last Name	First Name	Initial	Rank	ASN	PW No.	Block - Room
TOLLESON	JULIUS	Q.	F/O	T-122077	5756	170-11
VAN WEELDEN	D.	C.	2LT	O-809898	5759	172-13
VOUGHT	HARRY	L.	F/O	T-123350	5757	170-11
WATSON	HARRY	J. JR.	2LT	O-758257	5758	172-13
WEIGLE	WALTER	P.	2LT	O-809901	5760	170-11
WEISS	EDWARD	E.	2LT	O-693439	5761	170-13
WILSON	BUCK		2LT	O-692595	5762	170-13
WILSON	CARLETON	L.	1LT	O-803329	5763	171-14
WINANDS	FRANK	P. III	2LT	O-682536	5764	160-15
WITTGREVE	JOHN	W.	2LT	O-758141	5765	166-5

Previous Pages: This two-sided letter dated 7 June 1944, written by Frank at Dulag Luft to his mother Mrs. James S. Morrissey via Kriegsgefangenenpost (Prisoner of War Mail), states that he is a Prisoner Of War (PW).



Above: B-24H Serial No. 41-28603, the “Chiquita Mia” with part of a new crew, sometime after January of 1944, but before being shot down on 12 April 1944

Frank completed the next rail trip, from Dulag Luft to Stalag Luft III - a distance of nearly 600 kilometers and usually three days travel time - by 10 June 1944.

Stalag Luft III (*Stammlager*, itself short for *Kriegsgefangenen-Mannschafts-Stamm-lager,* or main camp for aircrew) was a Luftwaffe-run prisoner of war camp built in located about 90 miles southeast of Berlin in the German province of Lower Silesia, near the town of Sagan, which is now Żagań, Poland.

The East Compound of the camp was completed and opened on 21 March 1942. The first prisoners, housed at Stalag Luft III were British RAF officers, arriving in April of 1942. American AAF officers began arriving from other camps around the same time. The Center compound was opened on 11 April 1942, originally for British sergeants, but by the end of 1942 replaced by Americans. The North Compound for British airmen, where the Great Escape occurred, opened on 29 March 1943. A South Compound for Americans was opened in September of 1943 and US-AAF prisoners began arriving at the camp in significant numbers the following month.

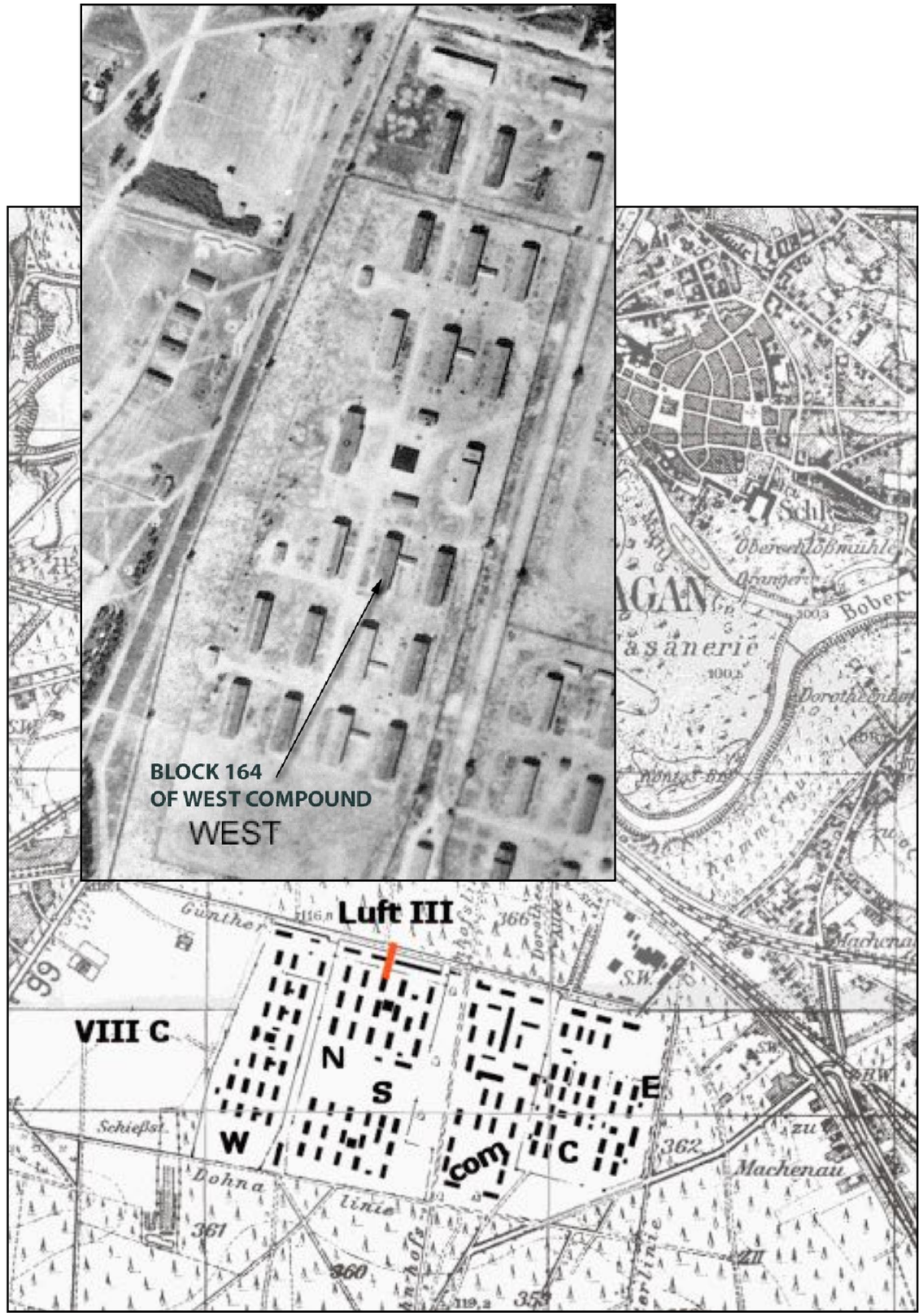
Frank was assigned Prisoner Of War (PW) Number 5731 and barracks within Block 164 (commonly written as 64), Room 14 of West Compound, which

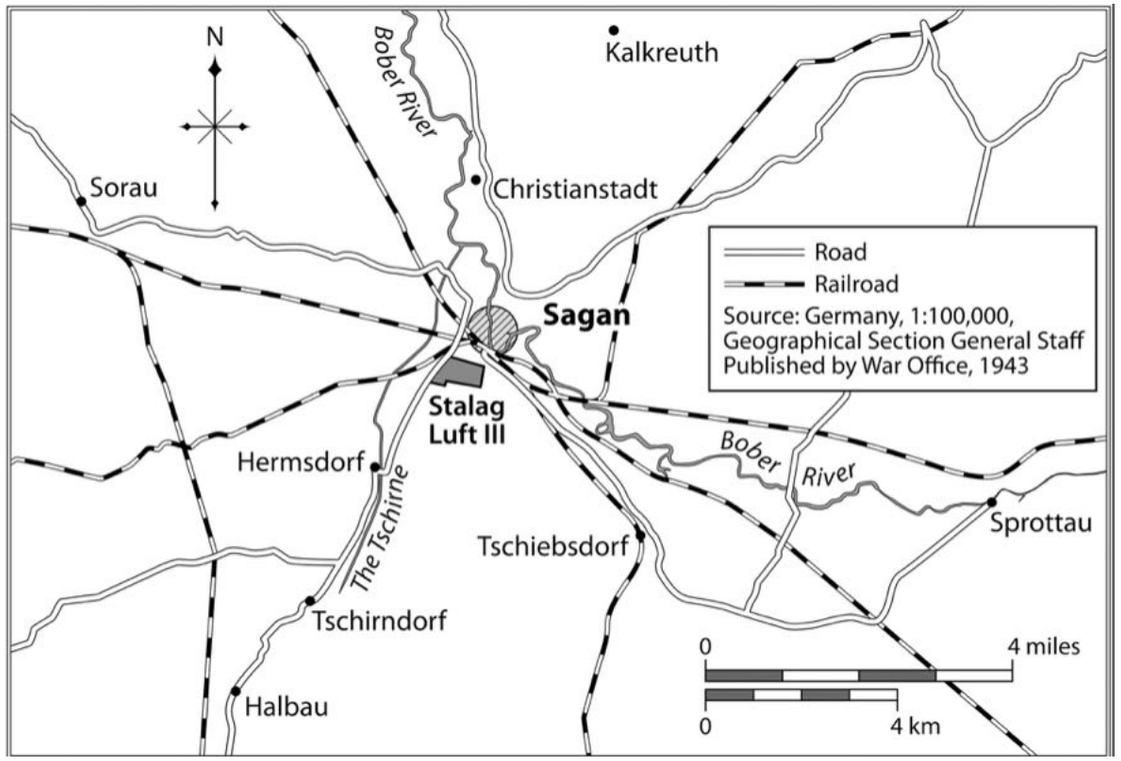
finished construction for the housing of U.S. officers in April of 1944.

NAME	RANK	A.S.N.	POW NO.	BLOCK & RM.	D.C.A.	RATING
Morrison, T.P.	2nd Lt.	O-688201	5001	66- 2	20- 5-44	
Morrissey, F.J.	2nd Lt.	O-1703130	5731	64-14	10- 6-44	
Morrow, E.M.	1st Lt.	O-751562	8757	70-12	14-11-44	

Despite primarily being an officers-only camp, Luft III was referred to as a Stalag rather than Oflag (*Offizier Lager*) as the Luftwaffe had their own nomenclature.

The Stalag Luft III and vicinity map to the right shows the camp with its North (N), South (S), East (E) and West (W) Compounds, as well as the German troop barracks and administrative areas (marked “com”) in relation to Sagan, which was 1,200 meters to the north. Stalag VIII-C is shown located to the west.





Above: The railway station near the town of Sagan, which is now Żagań, Poland, was conveniently located near Stalag Luft III (USAFA, SMS 329)



Above: The railway station at Żagań today looks very similar to the way it did during World War II (USAFA, SMS 329)

Stalag VIII-C was built in September 1939 to house several thousand Polish prisoners from the German September 1939 offensive. Later in the war French, Belgian, British, Canadian, Greek, Yugoslav and Soviet prisoners were interned.

Shown with the vicinity map is part of an Allied aerial photograph taken on 17 September 1944, which shows Block 164, Morrissey's barracks in relation to the rest of the West Compound.

Crew members traveling from Dulag Luft Wetzlar to Stalag Luft III first had to travel to Frankfurt-am-main, and from there usually took small third class railroad cars for the one to three day trip to Sagan. Most railcars used for transporting PWs to Stalag Luft III lacked windows in the section utilized by the prisoners, but there was one small, iron-barred opening for ventilation on the outside wall. Two-man wooden, high-back bench seats, facing forward, were separated by a middle aisle. At the rear entrance was a small compartment that was utilized by the German guards. That compartment had a glass front view that permitted the guards to monitor prisoner activities. Across the aisle opposite the guard compartment was a small toilet-room. There was seating space for about forty prisoners. PWs had to give up their belts and shoes for the trip.

From Sagan the PWs marched a short walking distance to the prison camp. Prisoners first entered an area called the "Outer Lager" for processing. Each prisoner was photographed and then handed a form to complete. The form had a Red Cross heading and according to the Germans was required to be filled out in order for the Red Cross to verify status. Just as with the form used in Dulag Luft, many of the questions were seeking information exceeding the "name, rank and serial number" response that had been crew members' briefed guideline. Forms were often returned with the warning that a prisoner would not be permitted to complete the processing until all of the information requested was supplied.

New prisoners were then taken to the South Compound entrance gate and met by prisoner who were appointed to assist in finding food and a bed. Processing and assignment to more permanent quarters would be made the following day after first "Appel" or roll-call.

New arrivals were in many instances were assigned to a room occupied by a small number of prisoners. Conversations upon first arrival were guarded since occupants had to ensure that that new PWs were not spies. Each new prisoner had to be interrogated and

"cleared" by designated members of the prisoner staff before sensitive information could be discussed. The process included the prisoners be personally vouched for by two existing PWs who knew the prisoner by sight. Anyone who failed this requirement was severely interrogated and assigned a group of PWs who had to escort him at all times until he was deemed to be genuine. Several infiltrators were discovered by this method.

Cleared prisoners were allowed to listen to the daily news that was transported by special messenger to the barracks. Only those cleared by the chief of the certain activity were to relay this information, and although the source of the news was from the "BBC" in England, any discussion of how or where the information was received was forbidden.

Each block had an assigned senior officer, generally the rank of major or lieutenant colonel. The compound commander was a colonel.

Albert P. Clark, Jr., captured on 26 July 1942, became the first Senior American Officer (SAO), a position he held until the arrival of Colonel Charles G. Goodrich some two months later. The physical segregation of compounds by guard towers, barbed wire and locked gates required the organization of each as an independent camp. At the time of

the evacuation of Stalag Luft III the camp leaders were:

Senior Allied Officer - Brigadier General Arthur W. Vanaman

SAO South Compound - Col. Charles G. Goodrich

SAO Center Compound - Col. Delmar T. Spivey

SAO West Compound - Col. Darr H. Alkire

SAO North Compound - Lt. Col. Edwin A. Bland

In March of 1944 Colonel Alkire arrived to North Compound from Dulag Luft, where he had served as the SAO. The colonel then transferred to West on 27 April, where he was assigned to Room 9 in Block 164, just down the hall from Lieutenant Morrissey's room.

The SAO appointed committee officers to head certain activities. Committees managed activities devoted to obtaining information, planning escape activities and hiding surveillance equipment.

Although each room also had a senior officer in charge, sometimes a lieutenant, there was very little reference to grade or rank in assigned rooms.

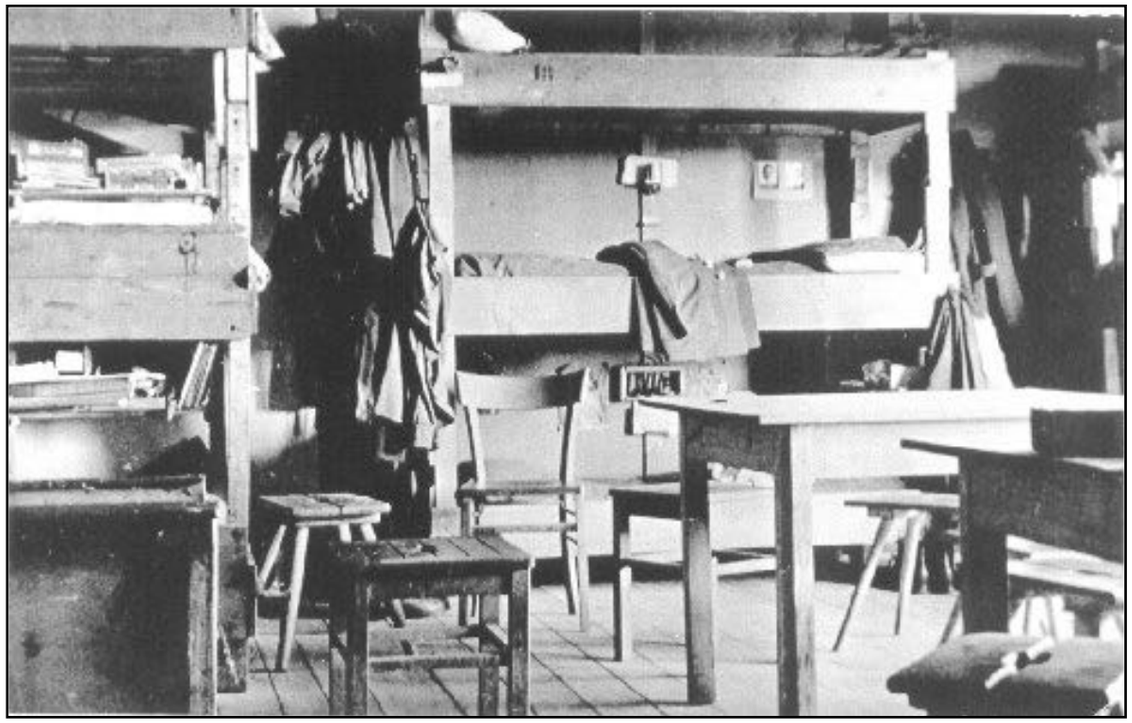
There was, however, a certain courtesy provided to those prisoners who had been imprisoned for a year or more. They were generally housed in the single or double rooms in the blocks.

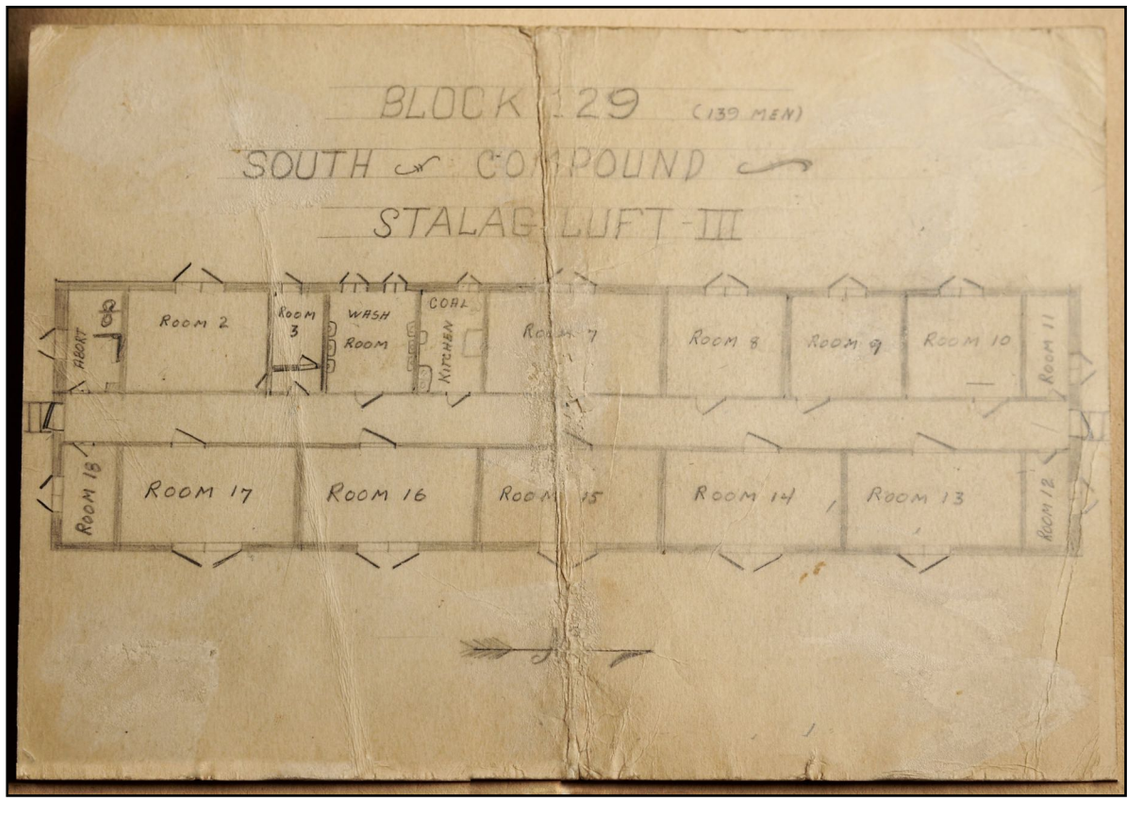
Food distribution was organized and each prisoner had a part to play in sharing what goods and services were available. Each room also used a duty roster for cooking and cleaning.

Despite the fact that one German-issued blanket per man was totally inadequate during the winter months, the rationed coal bricks for heat, being in short supply, was normally reserved for cooking purposes only.

Right Above: Block 133, Room 3, South Compound - which had four three-tier bunks per room

Right Below: A drawing of the room layout for Block 129, South Compound, which housed 139 men





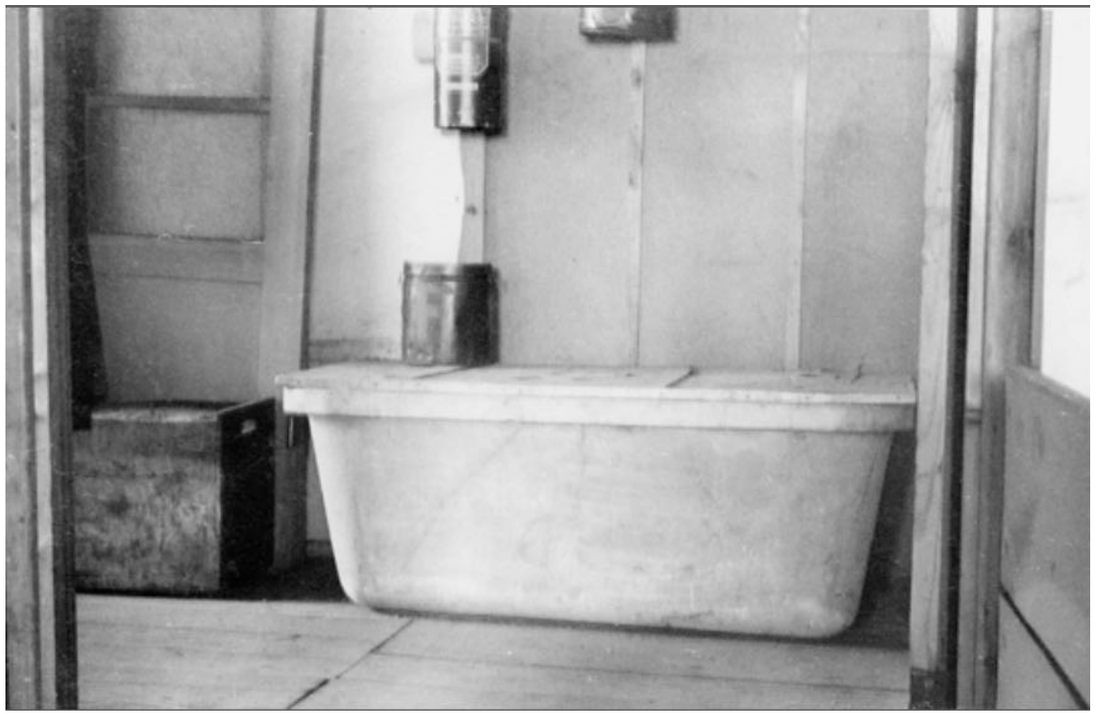


Above: A typical barrack stove which burned low quality compressed coal provided by the Germans (USAFA, SMS 329)



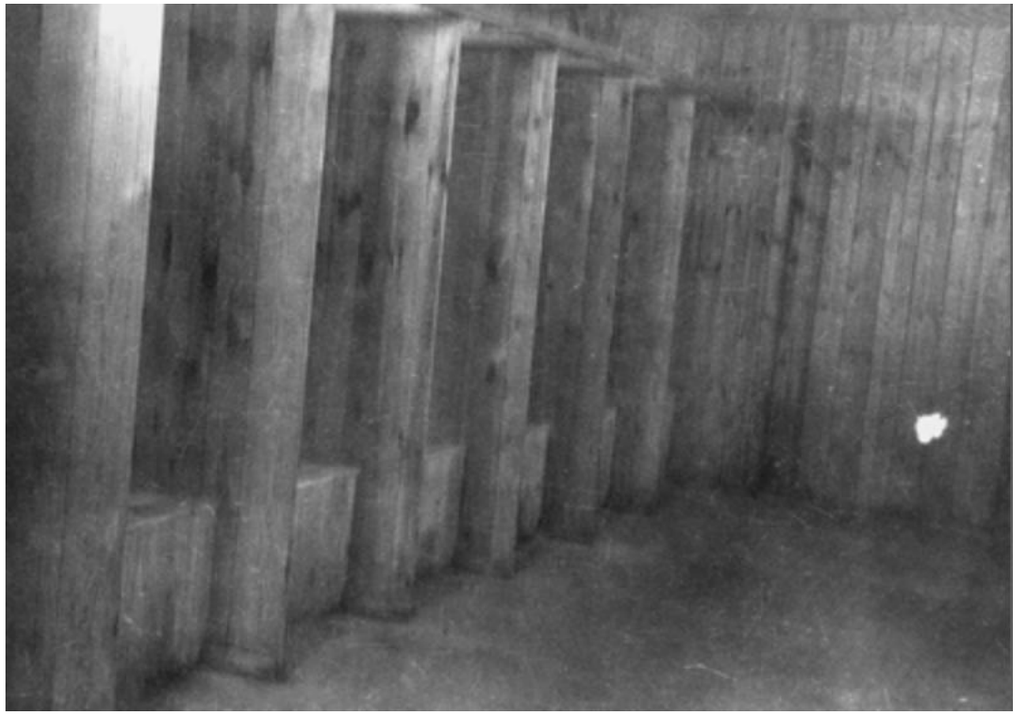
Above: The Germans provided each room with a large jug and bowl; each POW was given a spoon, fork, cup, mess tin and small bowl (USAFA, SMS 329)

Right: Each barrack hut had two toilets, that served anywhere from 150 to 200 men. They were only used at night, when each compound's communal latrines were not accessible due to curfew. (USAFA, SMS 329)



Above: Each hut had a tub full of water and a fire extinguisher as precautions (USAFA, SMS 329)





The Occupants Of Block 164, Room 14, West Compound Of Stalag Luft III

Last Name	First Name	Rank	Rating	Arrival (1944)	ASN	PW No.
AUBI*	ALBERT E.	1LT	NAVIGATOR	14 MAY	O-798723	4588
COULSON	JOHN I.	2LT	NAVIGATOR	14 MAY	O-698666	4589
DANIELS	DUANE W.	2LT	PILOT	14 MAY	O-759190	4590
DILLEY	RALPH O.	F/O	BOMBARDIER	7 JUNE	T-1463	5538
FLEITZER	MARK H.	2LT	PILOT	31 OCTOBER	O-825136	8482
FOGG	ALBERT R.	2LT	PILOT	14 MAY	O-754486	4596
GEORGE	ERNEST W.	1LT	PILOT	14 MAY	O-740167	4598
METCALF	JOHN B.	1LT	BOMBARDIER	30 AUGUST	O-671472	7881
MORRISSEY	FRANCIS J.	2LT	CO-PILOT	10 JUNE	O-1703130	5731
PHILLIPS	HAROLD C.	2LT	CO-PILOT	14 MAY	O-690973	4633
SWINEHART**	CHARLES M.	1LT	PILOT	30 AUGUST	O-686509	7888

* 722nd Squadron of the 450th BG; B-24H Serial No. 41-29376 “Guardian Angel”

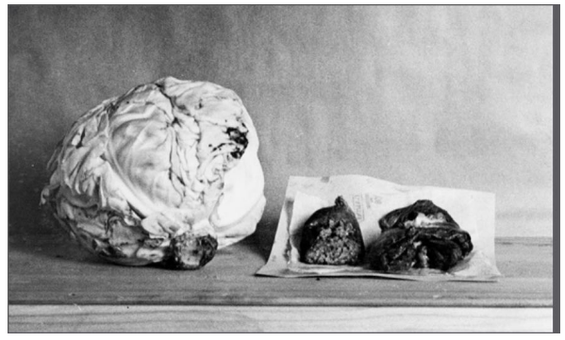
** 720th Squadron of the 450th BG

Right Above: Prisoners waiting outside the cookhouse for their morning allotment of hot water

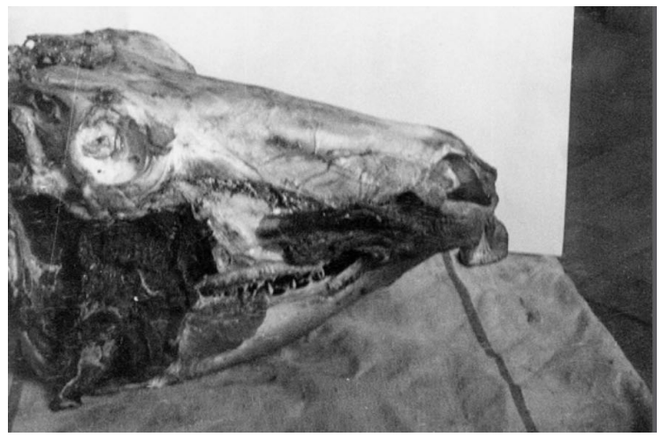
Right Below: In addition to the Red Cross rations provided each man, the Germans provided a weekly allotment, when available, of one cabbage and 200 grams of blutwurst - also known as blood sausage

Other weekly rations provided by the Germans varied, but may have included a soup made of dehydrated vegetables, a horse head, up to 2.425 kilograms of bread, potatoes, boiled barley, margarine and jam.
(USAFA, SMS 329)









The “block” buildings constructed to house prisoners in each compound were constructed of wood and elevated approximately 18 inches above the ground to discourage escape tunneling by prisoners. The “block” buildings constructed to house prisoners in each compound were constructed of wood and elevated approximately 18 inches above the ground to discourage escape tunneling by prisoners.

West Compound was the largest and newest of the six compounds, containing 17 blocks, a cookhouse, a theater, a shower building, and a laundry hut.

As in North and South Compounds, the barracks in West Compound were self-contained, and possessed 13 rooms accommodating from two to fifteen men each, a washroom and a tiny kitchen, and a night latrine.

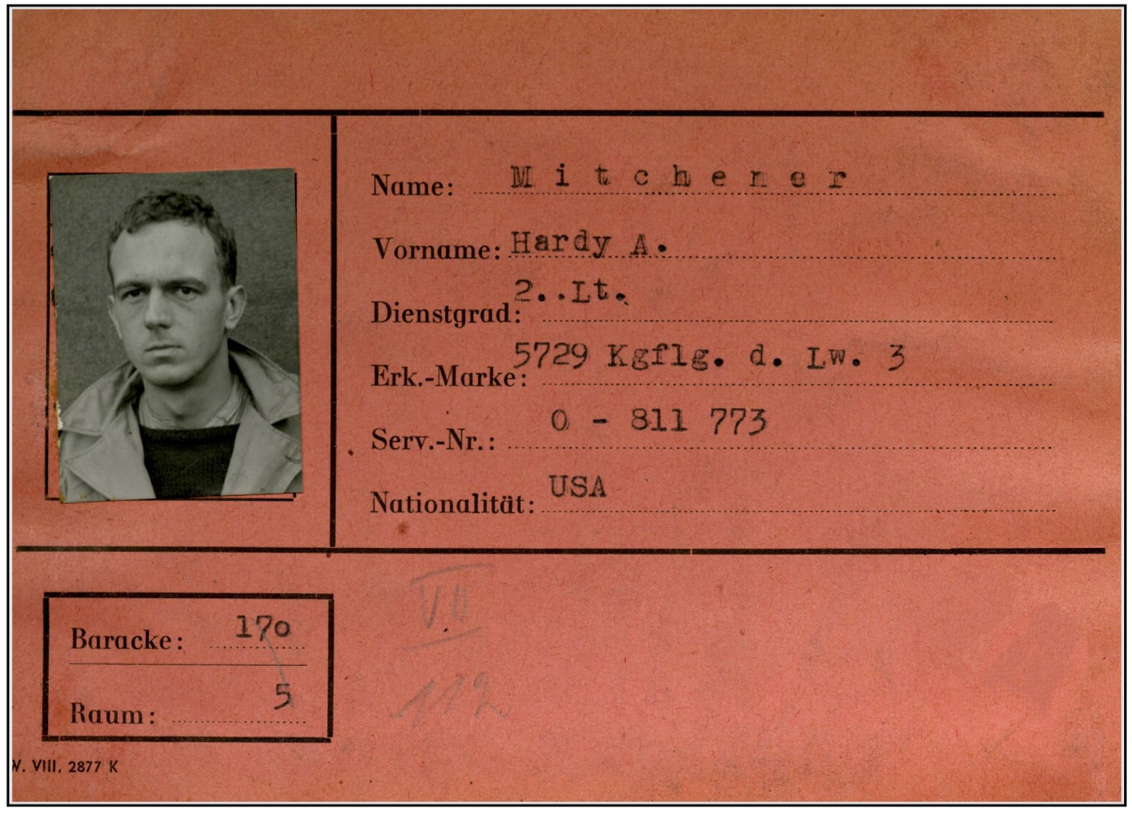
Like the barracks in the other compounds, West Compound buildings were very poorly constructed. The roofs leaked, and in the winter the icy winds prevailing in that part of Germany sifted through the cracks in the floors and outer walls, causing great discomfort to the occupants.

In West the prisoners slept in triple-deck bunks - 12 to 15 to a room. Each bunk had nine bed-boards to support a thin mattress filled with wood shavings or straw. The number of bed-boards were

frequently checked by the guards as they recognized that they could be used to shore-up escape tunnels.

The West Compound sketches shown on the following pages were drawn by Hardy A. Mitchener, who was a Navigator with the 509th Squadron of the 351st Bombardment Group, 8th Air Force, stationed in Polebrook, England.

Mitchener's B-17 Flying Fortress was shot down at around 1130 hours - less than 30 minutes after Morrissey's B-24 Liberator was shot down - on 30 May 1944, within five kilometers of Nienburg, after completing a successful bombing mission of an aircraft factory at Oschersleben, Germany. He parachuted, landed safely and was captured in the vicinity of Nienburg around 1250 hours



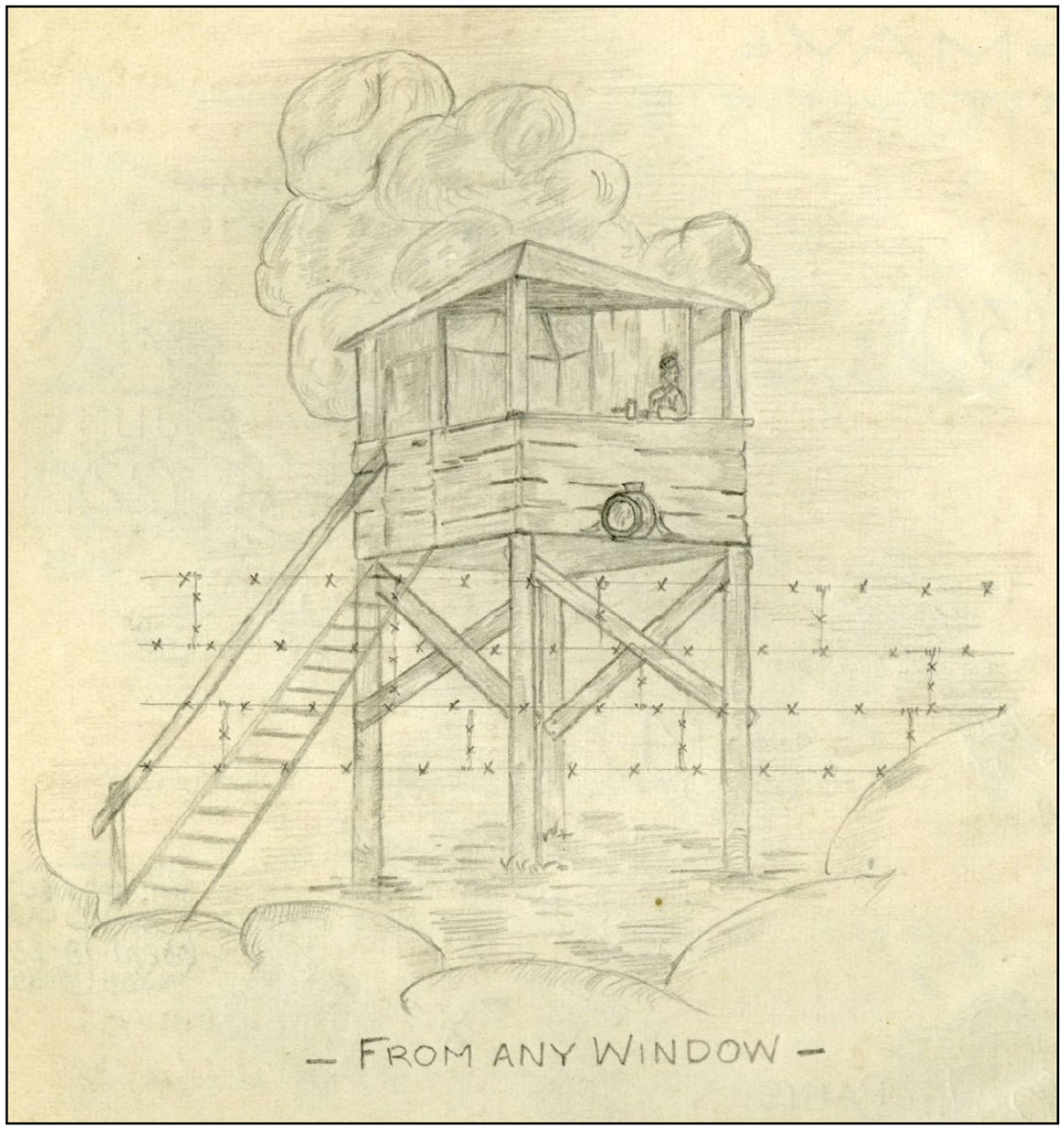
by police, then turned over to the local military command before being sent to Dulag Luft Oberursel on 1 June 1944.

Above: Mitchener's German-issued Prisoner Of War identification card

At Dulag Luft he was assigned Prisoner Of War (PW) Number 5729, just two numbers within Morrissey's - 5731. Morrissey and Mitchener were certainly together at Dulag Luft Oberursel in solitary confinement cells, where they were processed and interrogated before movement to the nearby transit (holding) camp at Wetzlar.

Both Morrissey and Mitchener arrived at Stalag Luft III on 10 June 1944. Mitchener was assigned to Block 170, which was one building to the east and two buildings to the south of Morrissey's block.

These sketches are significant because Morrissey used the same and similar



West Compound buildings, facilities and common areas for food preparation and storage; washing and showering; and recreation and learning.

THANKS - FOR THE MEMORIES -- L.G. Young- (P.O.W.)

Labor Day Parody

The brighter side---

1. Thanks for the memories.
Of Klim Kans on parade,
Of trinkets that we made,
Of the lack of cokes, of corny jokes,
And tunes the band has played.
How lovely it was.

2. Thanks for the memories,
Of a solitary cell,
Of evenings at Appel,
Of washing clothes, and Kriege shows.
And bunks as hard as hell.
O! Thank you so much!

3. We kept mum at the interrogation,
While we smok'd cigarets with a passion.
Protecting the rights of our nation;
But we had enough – of Dulag Luft

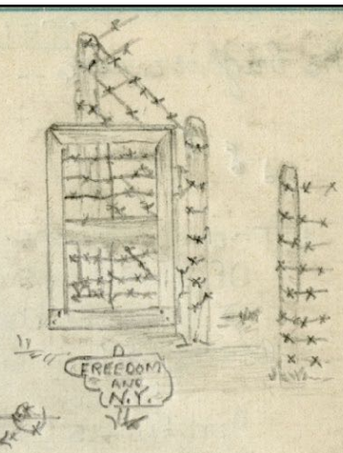


4. So thanks for the memories;
Of a sing-song Kriege tune,
Of General Ike in June,
Of fighting Yanks, and roaring tanks,
We hope they get here soon
Oh! Thank you so much!

5. We pulled stumps 'til our backs are all breaking;
And we yell what a beating we're taking;
But when we think of the dough we are making;
The pain subsides - our spirits rise.

THANKS (CONT.)

6. So thanks for the memories,
Of Stalag number three
The home of you and me;
Where young souls burn, and Krieges yearn.
To once again be free.
Oh! Thank you so much!



KRIEGE RATIONS

I know why there's no sugar in my pie - Kriege rations.
My appetite has now replaced my passion –
I'm hungry all the time.

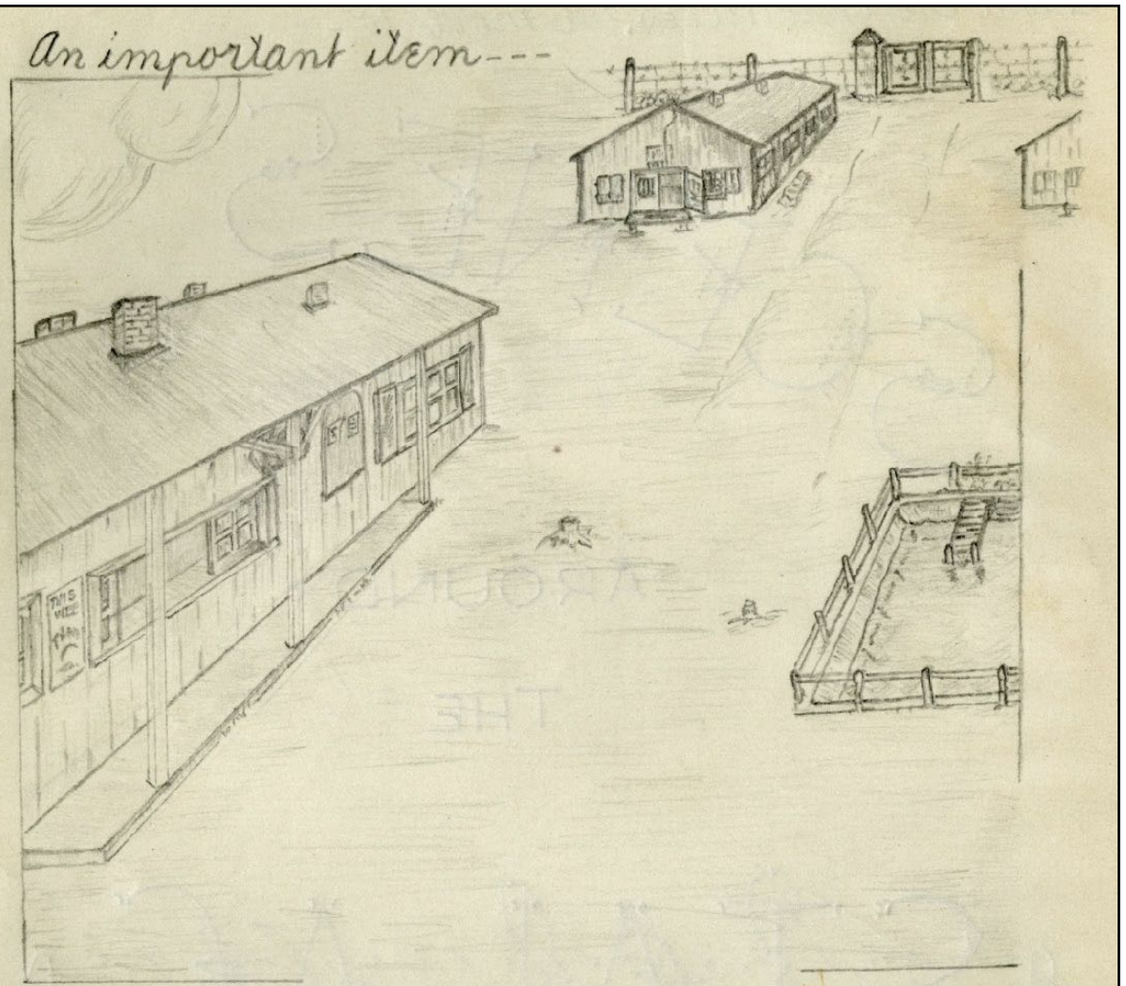
Our table's bare, hungry Krieges everywhere;
It's starvation
My stomach's reached the depth of degradation
I'm hungry all the time.

I dream of eggs & ham 'til my condition's most pathetic
And wake to bread and jam, I understand's all synthetic
Delirious as I am. I'll probably end up diabetic
That's when I'll blow my top.

I can't go on. all my energy is gone, –
It's malnutrition;
And a man cannot live in my condition
I'm hungry all the time.

---- PARODY ON "STORMY WEATHER"

An important item---



= THE COOK SHACK =

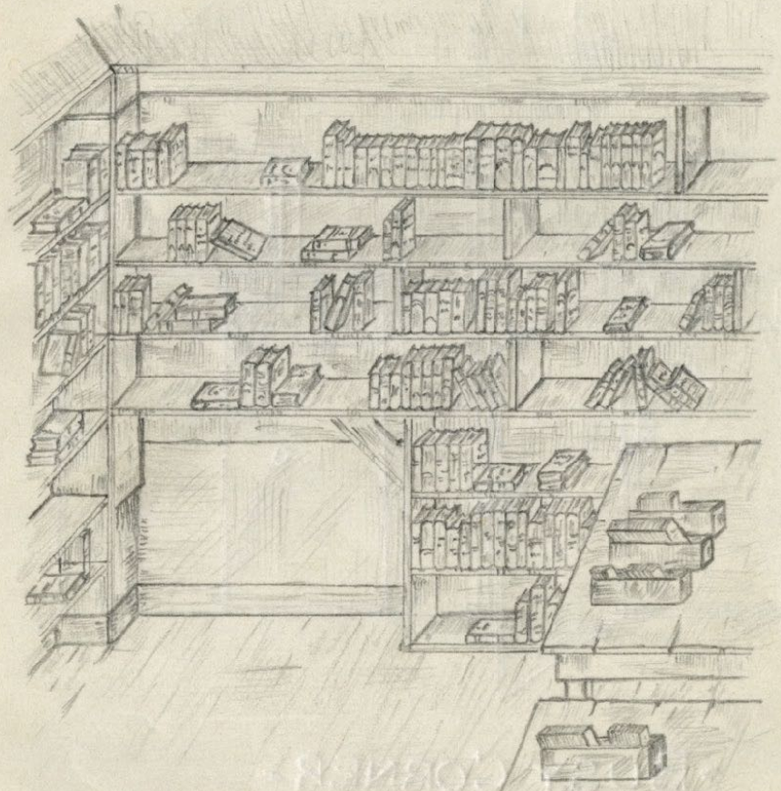
TEA WATER –
9:00 - 12:15 - 5:15

SOUP
MON. - WED. - FRI.

WASH WATER – TWICE DAILY

ALSO...
BAKING SCHEDULE .. A.M.
(EXCEPT SUNDAYS)

"For a little learning is a dangerous thing"---



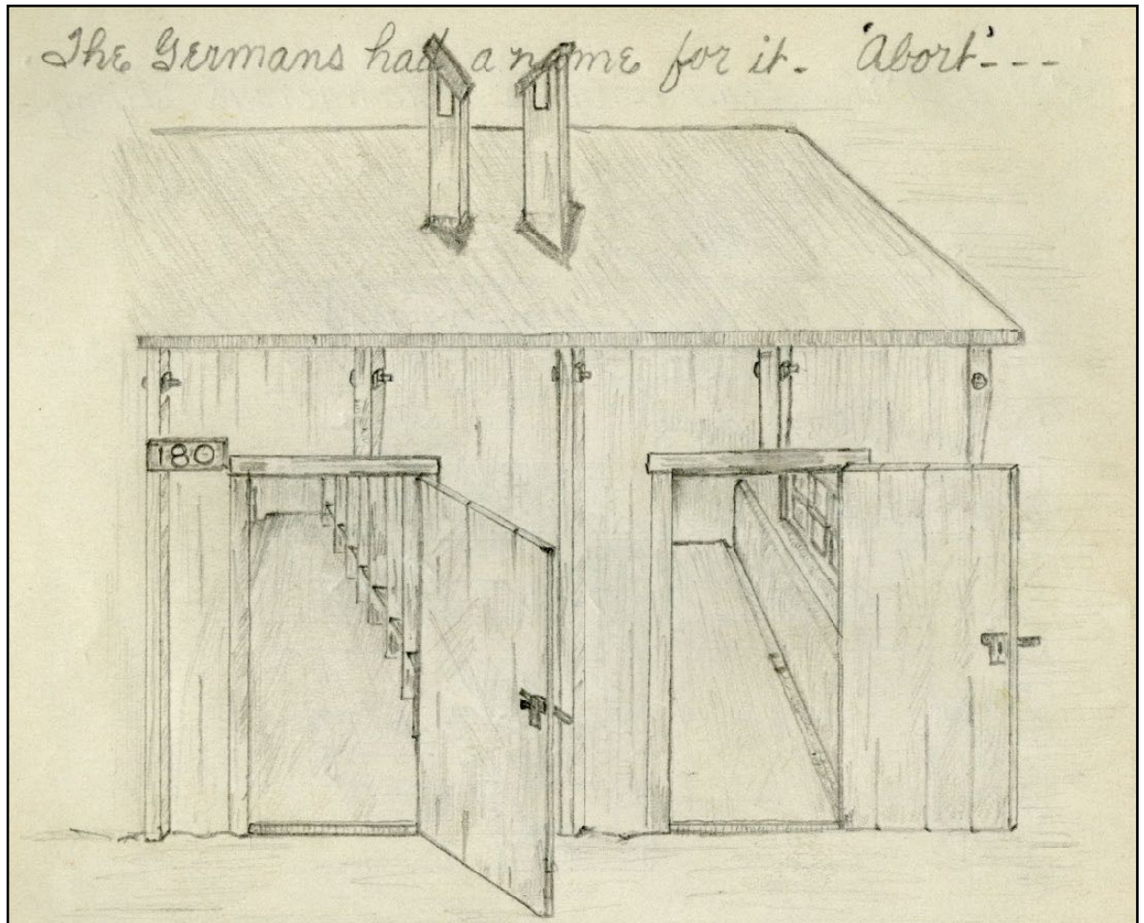
A Corner of

= THE LIBRARY =

FICTION
10:30 - 11:30
1:30 - 4:00
7:00 - 9:00
CLOSED SUNDAYS

REFERENCE
10:00 - 9:00
(CLOSED DURING APPEL)
7 DAYS PER WEEK

The Germans had a name for it. 'Abort'---

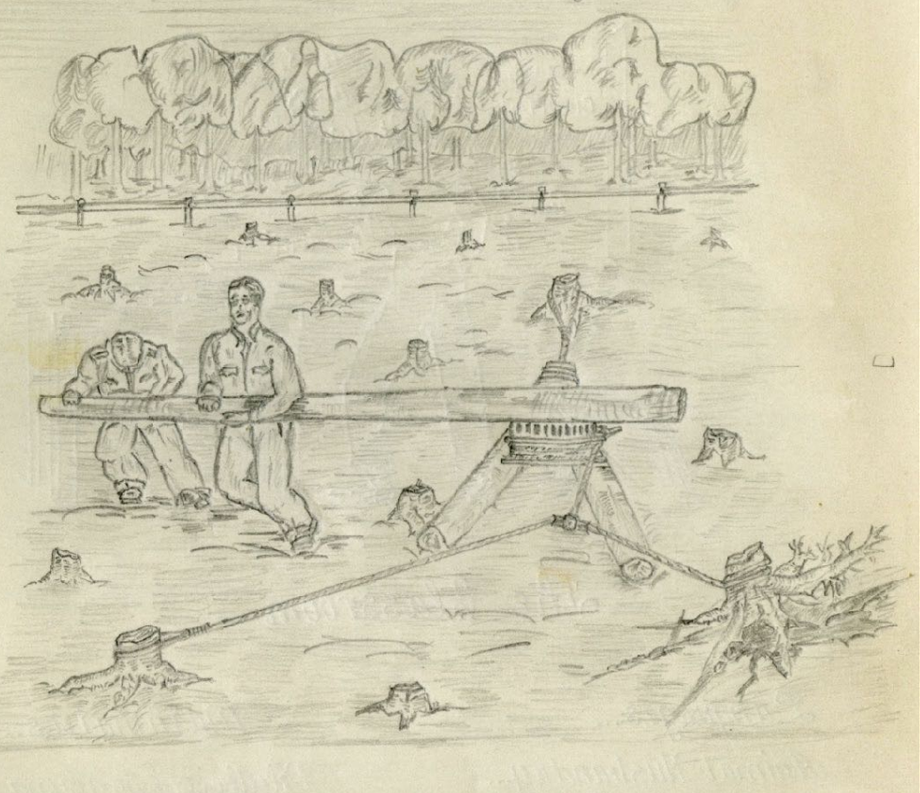


-BUSY CORNER-
(3 PER COMPOUND)

at 10 - 2 - 8 4 -

with apologies to
- Dr. Pepper -

In order that there be parade grounds---



- THE STUMP PULLER -

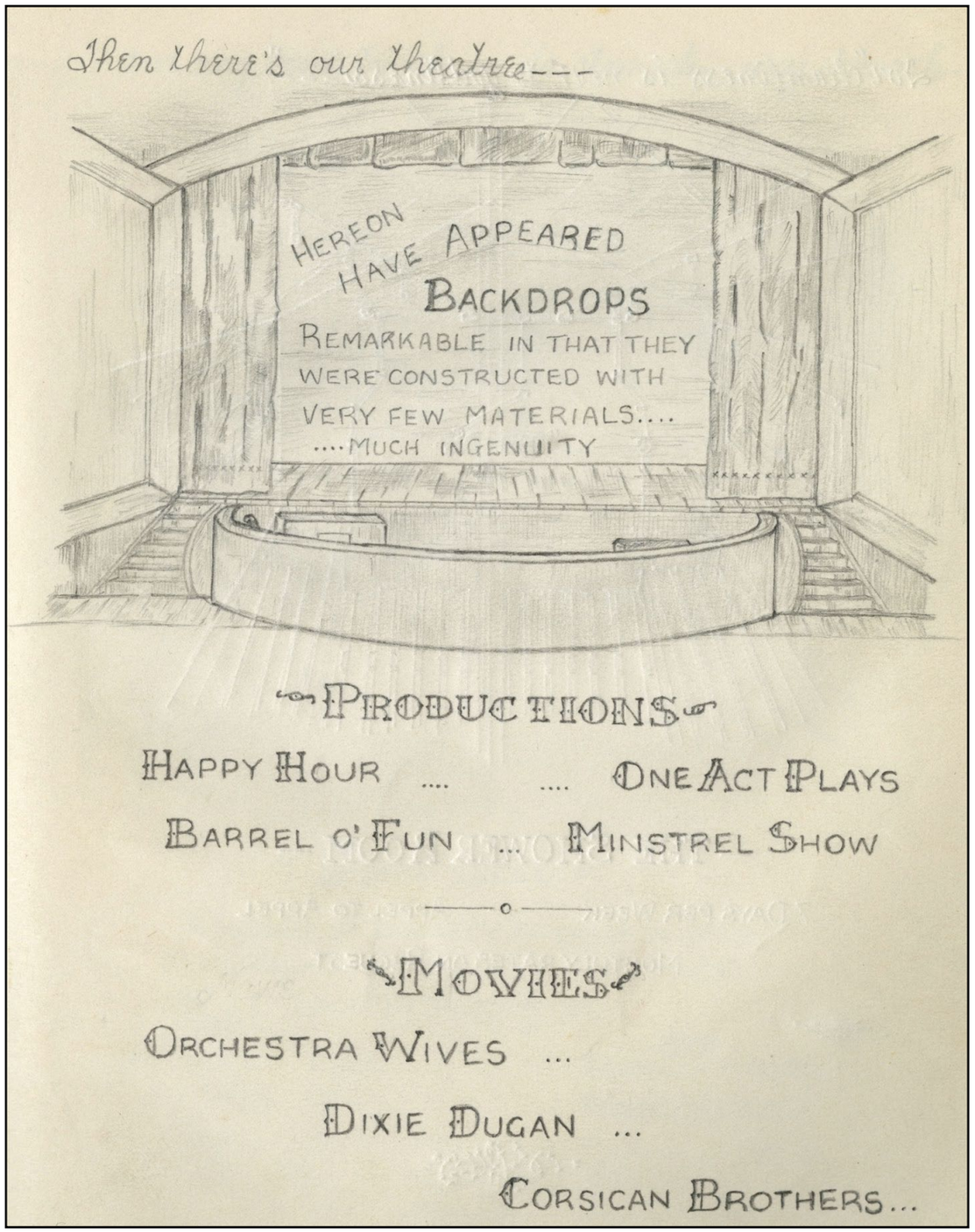
For three months, or thereabout, details were busy clearing stumps and other debris. That Appel formations might more nearly approach the military.

The area was covered with trees, so the men were responsible for clearing trees and stumps in order to establish more functional land.

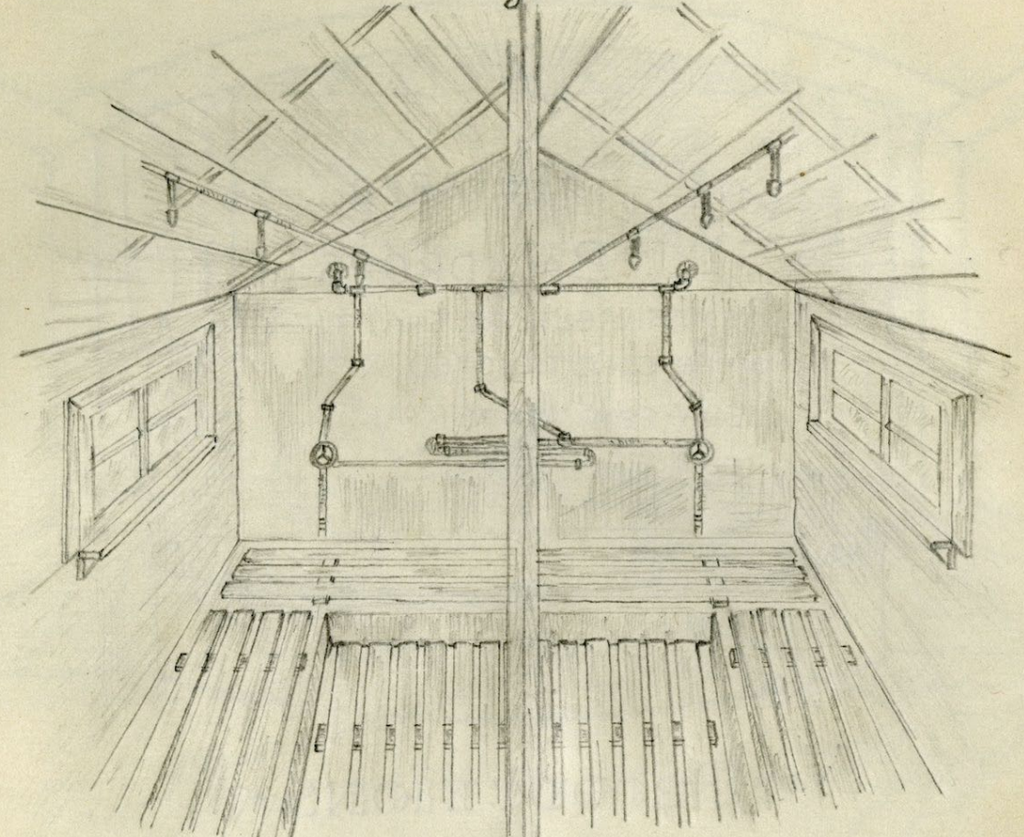
Right: Theater groups were very popular at all of the Luft camps. Materials were supplied by the YMCA, so PWs were able to make costumes and stage scenery.

They made theater seats from Red Cross food crates. Tin cans could be used to make chandeliers.

The men formed musical groups (using YMCA instruments) such as the "Sagan Serenaders." The YMCA also provided playbooks, but prisoners also wrote and produced their own plays.



For "cleanliness is next to godliness---"

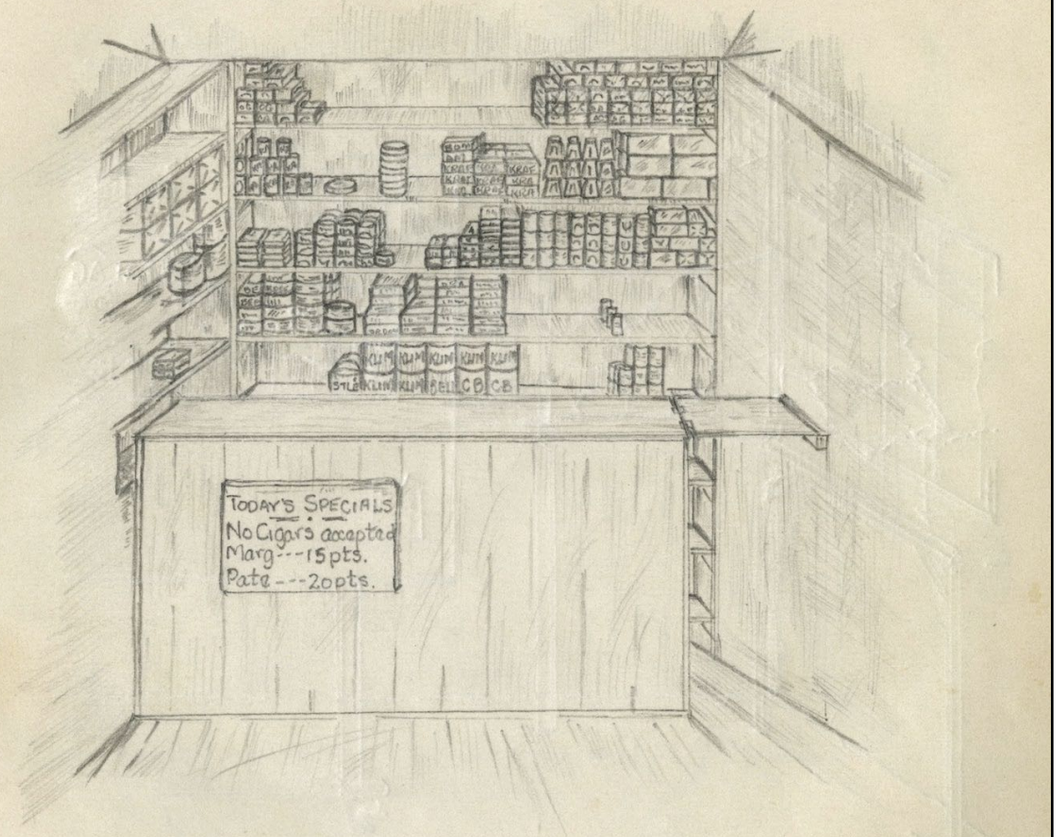


— THE SHOWER ROOM —

7 DAYS PER WEEK — APPEL TO APPEL

MONTHLY RATES ON REQUEST

And any army travels on its stomach -- any stomach---



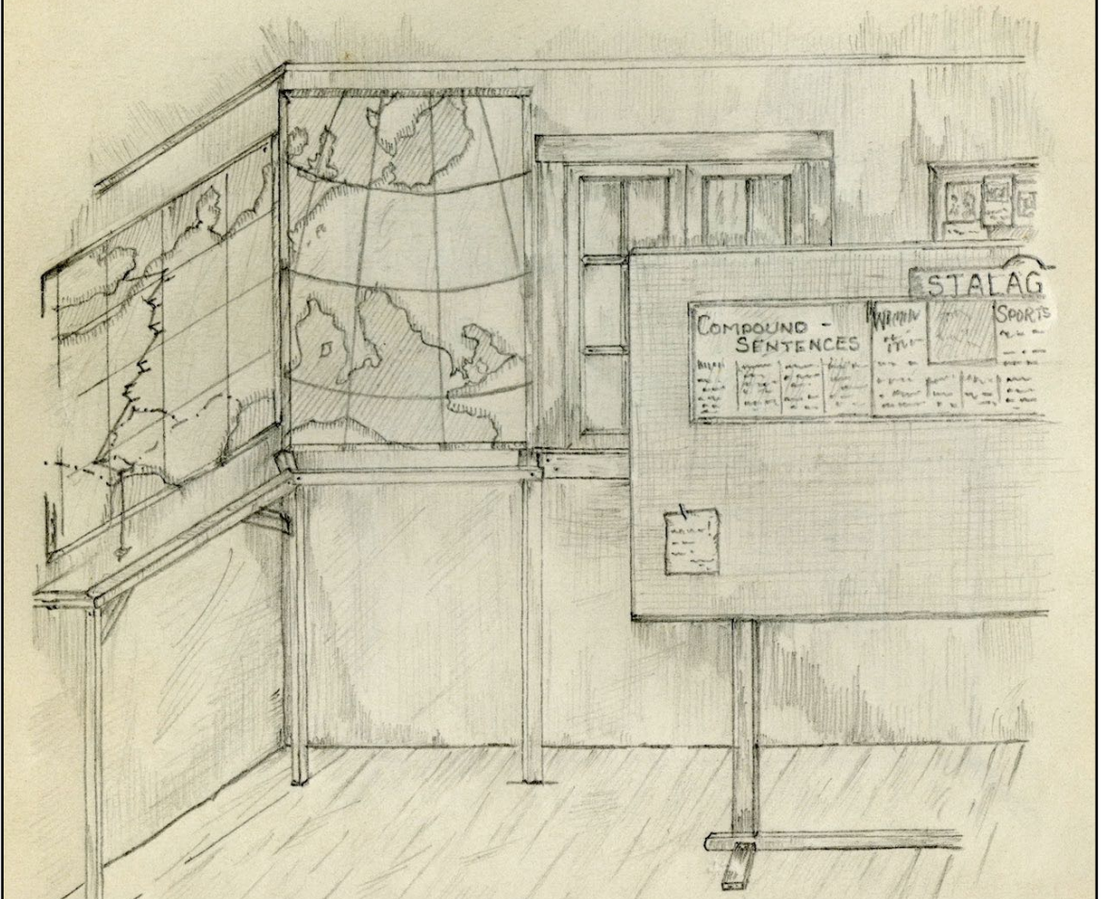
= Food Acco =

A system of barter - to preserve price stability - to prevent inflation - states rights - equality among men.

E.g. : NOTIONS
CIGS--- 17 PTS.
D-BARS.. 60 "
GUM--- 30 "
ETC.

FOOD
SPAM--- 90 PTS.
ROAST BEEF 120 "
MILK--- 100 "
ETC.

For those who stand - and look - and yearn ---



~NEWS ROOM~

LATEST NEWS
- Slightly Altered -
Illustrated stories of political, war-torn countries of Europe.

FROM THE FRONT
Anglo-Americans repulsed.
Bolshevists repulsed.
Escape is no longer a sport.

KRIEGE RULES
For The Governed
Stalag stipulations and compliance with Geneva.

Around the compound - approximately a dozen ---

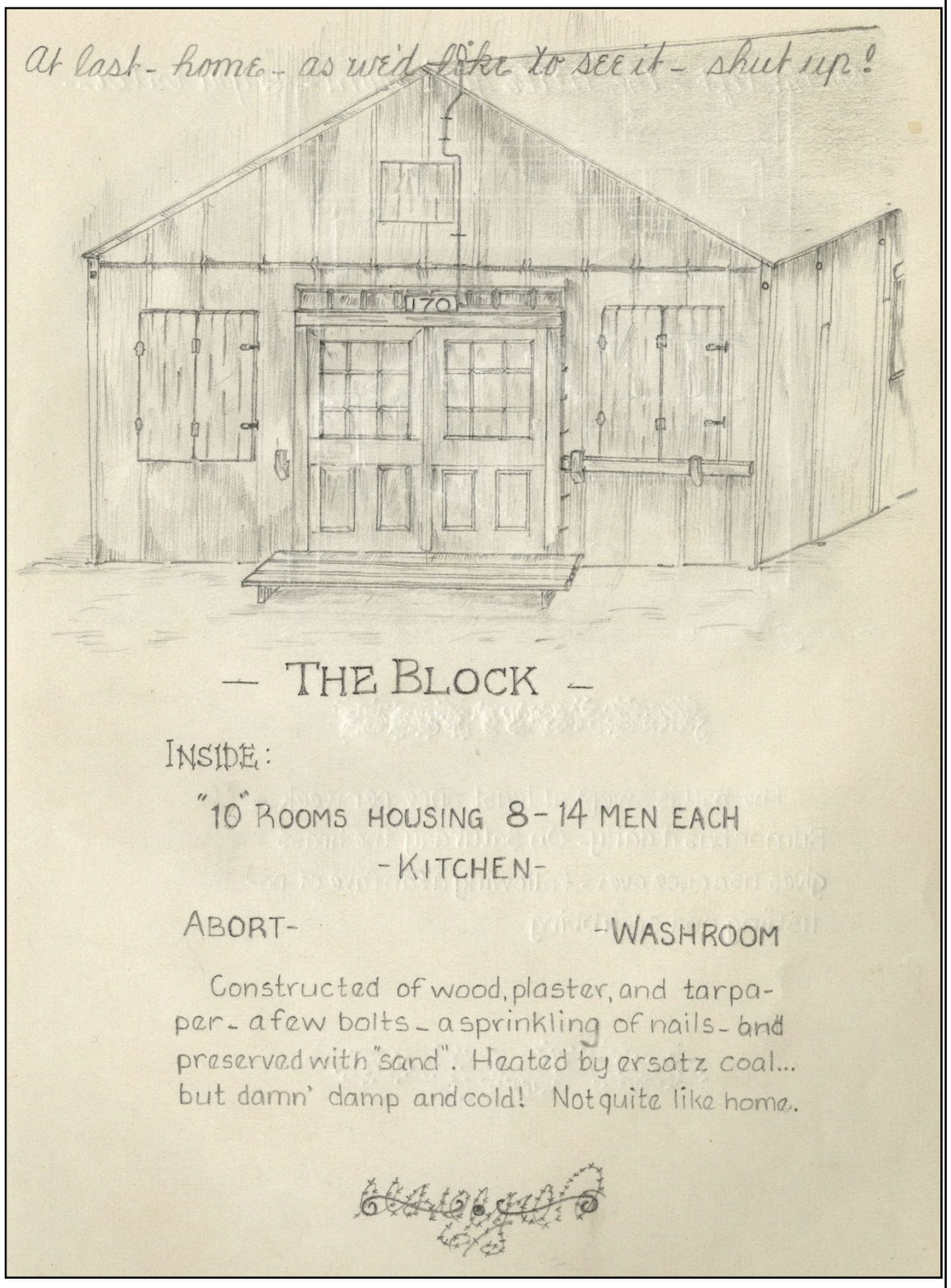


TREES

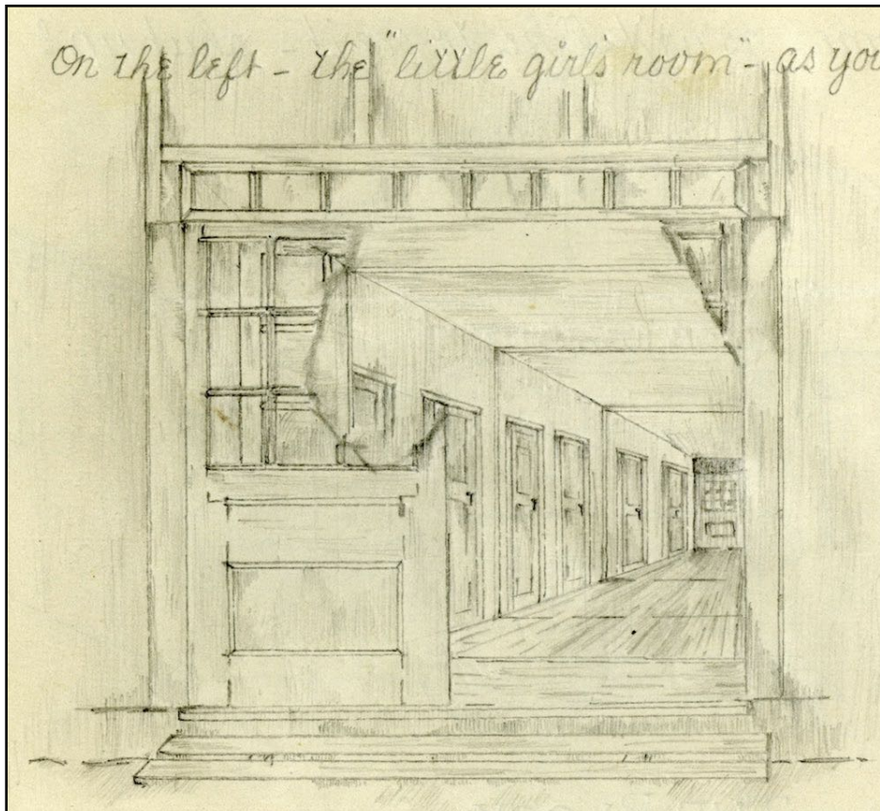
About the Reich, tis rumored, abound forests - rich in foliage and "freedom". Upon that broad bosom is reflected the promise of a free world, enrichened by a people who's devotion is claimed by a peace everlasting.

Right: Each compound at Stalag Luft III contained around a dozen barracks called blocks, a cookhouse, a shower building, a laundry, a theater and a chapel building.

A barracks building housed about 150 men. There were about twelve to fifteen sleeping rooms in each barrack, which were furnished with benches, lockers, a table, and double or triple bunk beds. Lighting was poor.



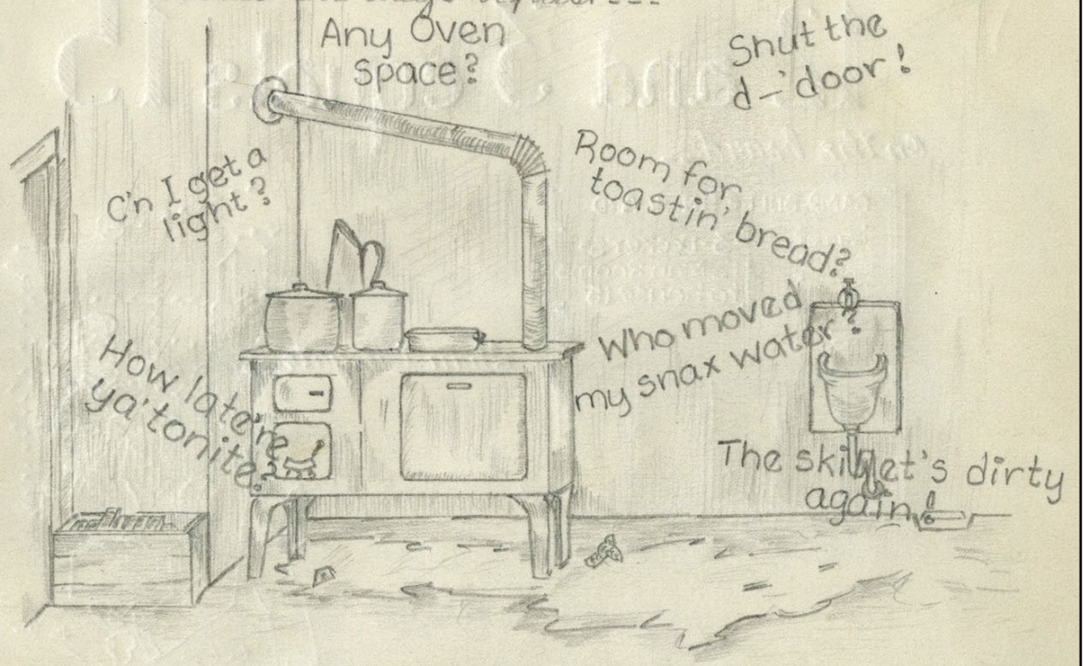
On the left - the "little girl's room" - as you enter--



THE FRONT HALL

The hall is swept, at least once per week--
Rumor has it daily - On Saturday the brass
gives us a once over - following a fanfare of po-
lishing and scrubbing

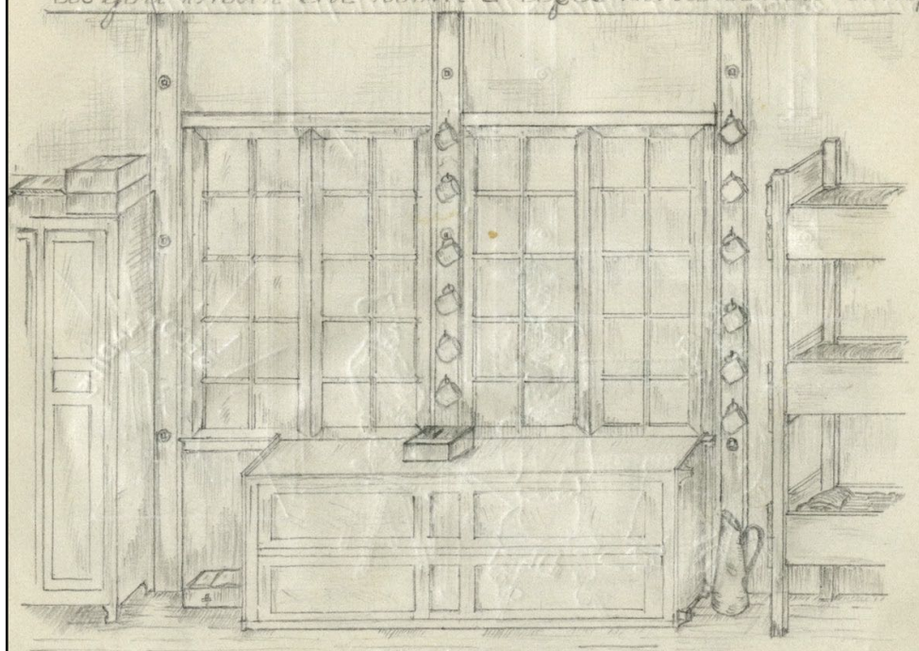
The highlight in a day's program -- wherein is concocted the days repast---



=THE KITCHEN=

Once per day, there is sufficient food to warrant allotment of 1 hour's cooking time to each room -- quantity sufficient to require the time of two "cooks". Ah what fond dreams! Sunday breakfasts' specialities -- pancakes-a-la-Kriege - and oatmeal -- are prepared occasionally. Water stands in the floor, the culinary artists in it - and frequently the drain is well clogged thru carelessness - "of myself concern'd, all others be damned!!!"

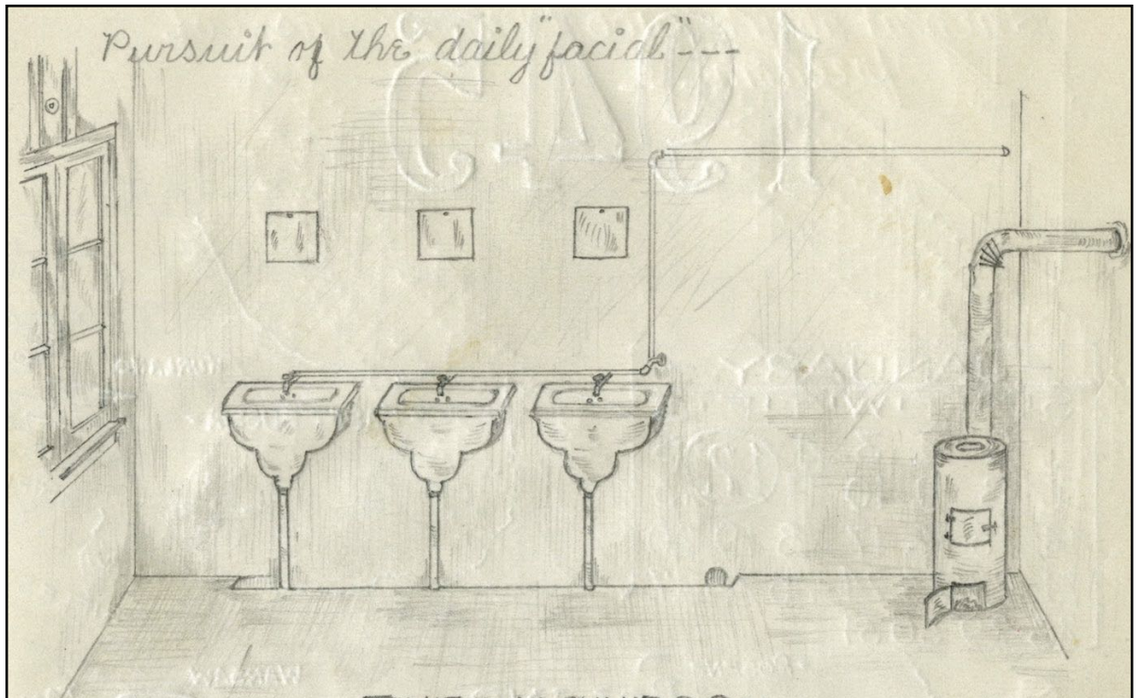
As you enter the room - life's sustinence compartment.



= THE FOOD CLOSET =

By-paths for ingenuity, the clothes locker lying on its side -- clothes hooks as cup racks -- bread boxes from Red Cross cartons -- and knife as canopener -- all outlets prompted by necessity.

Pursuit of the daily "facial" ---



= THE WASHROOM =

"Thru these pipes pass the coldest water in Germany." August heat alters it not at all - The stove for purposes of inventory only, and throws nothing. 3 on a side accomodate 140 inmates w/washing for each, basins. The summertime shower room, and winter spit-bath equivalent.

In one corner of a typical room was a wood or charcoal burning stove. Simple wooden tables, benches and stools were provided for prisoners. In each block there was a room, equipped with a cooking range, that served as a kitchen. Another room, with porcelain basins, was the washroom. A third room, with one urinal & two commodes, was the latrine.

The perimeter fence consisted of two separate and parallel barriers spaced about seven feet apart, each about nine feet high with an overhang at the top pointing inward and consisting of barbed-wire strands placed approximately six inches apart horizontally and two feet apart vertically.

Between the two parallel fences lie barbed wire entanglements accumulated to a depth of about two to four feet. Inside the camp and approximately 30 feet from the perimeter fence a warning wire or wooden rail some two feet off the ground marked the inside boundary of a "no-man's land." Anyone stepping over the warning rail in the direction of the perimeter fence would be shot without warning.



Above: Internal camp currency, lagergeld, used by PWs; it had no value outside any German prisoner of war camp

Guard towers, equipped with powerful searchlights were placed at strategic locations along the fences. Armed guards with police dogs patrolled the interior and exterior perimeter of the camp.

In normal circumstances, prisoners had the freedom of the compound during hours of daylight unless an air raid was in progress, in which case everyone was locked in their huts and the windows shuttered.

The officer airmen who were PWs in the German camps at Stalag Luft III arrived there through an accident of war. They varied widely in age, military rank, education, and family background, but had several common experiences:

- They all volunteered to go to war as airmen.
- They all managed successfully to complete flying training.
- They all entered into combat flying in airplanes.
- They all were survivors of a traumatic catastrophe in the air.

Compared to other prisoner of war camps throughout the Axis world, Stalag Luft III was a model of civilized internment. The Geneva Convention of 1929 on the treatment of prisoners of war was complied with as much as possible, but it was still war, still prison, and still grim.

The recommended dietary intake for a normal healthy inactive man is 2,150 calories. Since officers were not required to work, Stalag Luft III issued "Non-working" German civilian rations which allowed 1,928 calories per day, with the balance made up from American, Canadian, and British Red Cross parcels and items sent to the PWs by their families.

Frank was sent multiple parcels from his family, but none were received. Unlike Red Cross parcels, personal shipments were often confiscated.

As was customary at most camps, both Red Cross and individual parcels were pooled and distributed to the men

equally. The camp also had an official internal bartering system called a Foodacco — PWs marketed surplus goods for "points" that could be "spent" on other items. The Germans paid captured officers the equivalent of their pay in internal camp currency (lagergeld), which was used to buy what goods were made available by the German administration.

In October of 1944, it was announced that PW pay, which up to that time had been in lagergeld would henceforth be in Reichsmarks. As non-commissioned officers did not receive any "pay" it was the usual practice in camps for the officers to provide one-third for their use but at Luft III all lagergeld was pooled for communal purchases. As British government policy was to deduct camp pay from the prisoners' military pay, the communal pool avoided the practice in other camps whereby American officers contributed to British canteen purchases.



A soup vat at Stalag Luft III

As of 5 August 1944, the weekly issue of Red Cross food packages was reduced by 50%. This was due to an influx of new prisoners in the summer of 1944. Instead of a parcel per man each week, the issue would be one parcel for two men each week. It wouldn't be long before the effects of the food reduction would become very apparent. Although Germans provided bread and some vegetables to prepare a soup in the communal kitchen, food from the Red Cross parcels was the main means of sustenance. While the Germans provided bread and some vegetables to prepare a soup in the communal kitchen, food from the Red Cross parcels was the main means of sustenance.

Every three months a weak beer was made available in the canteen for sale. Prisoners received letters from home, but they were usually written two to three months earlier.

Luft III had the best organized recreational program of any prisoner camp in Germany. Each compound had athletic fields and volleyball courts.

The prisoners participated in basketball, softball, boxing, touch football, volleyball, table tennis and fencing, with leagues organized for most. A pool, 20' x 22' x 5' deep, used to store water for firefighting, was occasionally available for swimming.

The German guards were referred to as "Goons" and, unaware of the western connotation, willingly accepted the nickname after being told it stood for "German Officer Or Non-Com." German guards were followed everywhere they went by prisoners, who used an elaborate system of signals to warn others of their location. The guards' movements were then carefully recorded in a logbook. Unable to effectively stop what the prisoners called the "Duty Pilot" system the Germans allowed it to continue and on one occasion the book was used by the camp commandant to bring charges against two guards who had slunk away from duty several hours early.

The camp's 800 Luftwaffe guards were primarily either too old for combat duty or young men convalescing after long tours of duty or from wounds.

Because the guards were Luftwaffe personnel, the prisoners were accorded far better treatment than that granted to other PWs in Germany.

Oberst (Colonel) Franz Braune was installed as the Stalag Luft III Commandant a few months before Frank had arrived, having replaced Friedrich Wilhelm von Lindeiner-Wildau, who was relieved of command as a result of the "Great Escape" of 77 non-American PWs on 24 and 25 March 1944. It was Oberst Braune that on 6 April, had to

inform the Senior British Officer Group Captain Herbert Martin Massey that 41 (eventually updated to 50) escaping officers had been "shot whilst trying to escape."

Prisoners and Luftwaffe alike were horrified by the German reaction - ordered by Hitler - to the Great Escape. Hauptmann Pieber, Braune's adjutant, afterwards said to Martin's interpreter, "You must not think the Luftwaffe had anything to do with this ... we do not wish to be associated ... it is terrible." Later the list of names was posted and contained 47 names; an update a few days later added three more.
The aftermath was a grim time with the Gestapo investigators poking their noses everywhere and Stalag Luft III prisoners and guards alike were very edgy. Pieber even told the prisoners to "be very careful, you are in great danger; no more tricks."

In the summer of 1944 Commandant Braune quietly allowed the prisoners to build a memorial at the local cemetery.



The memorial as it looks today



Stalag Luft III Commandant
Oberst (Colonel) Franz Braune





Major Gustav Simoleit was the Deputy Commandant for the full 33 months of Stalag Luft III's existence and later followed many of the same prisoners to Stalag VII-A, Moosburg. He surrendered Stalag VII-A to American forces on 29 April 1945.

Urns containing ashes of the 50 escapees shot by the Gestapo were originally buried there, but after the war were taken to the Old Garrison Cemetery at Poznan. The remaining men who had been captured were sent to several different camps in Germany, and most remained imprisoned until the end of the war.

Deputy Commandant Major Gustav Simoleit, a professor of history, geography and ethnology before the war, spoke several languages, including English, Russian, Polish, and Czech. Transferred to Sagan in early 1943, he proved sympathetic to allied airmen. Ignoring the ban against extending military courtesies to PWs, he provided full military honors for Luft III prisoner funerals, including one for a Jewish airman.

Late in November of 1944, a major change in compound security took place. All of the guards had been removed from the guard towers located between the new West compound and the South and North compounds. The corridor road between prison compounds was German off limits to PWs. The north end of the road terminated in the German "Lager" and living quarters. The south end terminated at a gate between two guard towers. This gate was unmanned and was used as access for delivery of certain utility items. The waste disposal wagon (honey-wagon) used this gate for access to the corridor road before

entering the gate at the entrance to the South Compound.

During the second and third weeks of November, full scale winter had reached Sagan, and packed the snow a foot and a half deep. As a result, prisoners were confined more and more to the barracks, and daytime winter activities continued to grow. Many spent their time reading. There were some who would read a new book every day. The following observations best summarize the importance of libraries, books, and reading to prisoners of war in Stalag Luft III.

Each compound had at least two libraries, one for reference material and one that served as a general lending library for works of fiction and nonfiction. The libraries were a necessary component of the education program, but their overall importance was even greater. The library was a clean place capable of seating about 80 men. A standard library procedure for shelving, lending, and cataloging the books was established. The entire library system at Stalag Luft III was run by about two dozen volunteers.

The reading was done on homemade tables illuminated by two 60-watt bulbs where there should have been a dozen. The fiction library eventually contained about 2,000 books. These circulated completely every ten days. The most highly demanded books by order of

importance were: (1), well-worn popular novels; (2), detective fiction; (3), western fiction; (4), travel; and (5) biography. In addition to the regular lending library there were about 5,000 or 6,000 privately owned books, which were used as much as those in the library. The reference and technical library had about 400 to 500 volumes that were in great demand. These reference and technical publications were not allowed out of the reading room and were treated with great care.

American magazines were also available in the reference library and were eagerly read and reread. The issues most frequently received in the American compounds included National Geographic, McCall's, Yale Review, Harper's, Atlantic Monthly, Saturday Evening Post, and The New Yorker.

Some Swiss movie magazines, and several German pictorial reviews were also received. They fell apart quickly. The Swiss movie magazines were extremely popular since they carried pictures of familiar American bathing beauties and movie queens. German pictorial magazines were also sent into the camp. The magazines were usually paid for out of communal funds. The prisoners also received the German papers printed in English for the PWs, and were said to be grateful to get them, because they supplemented meager rations of toilet paper.

A prisoner in Stalag Luft III wrote in his diary:

1 August 1944. No, the trick is to keep yourself busy. Keep doing anything to have an object to be accomplished, even if that object is only the construction of a tin plate. There are other things too, this is the first chance many of us have had in years (me included) to do any serious reading, catch up on ourselves mentally. And, thanks to the Red Cross and the YMCA, we have a pretty fair library here, containing some 2,000 volumes of all kinds.

11 September 1944. Our reference library contains some 1,200 volumes. Most heavily read being books on Math, Business, History, in that order.

At the conclusion of the war, the U.S. War Department's Military Intelligence Service reported that reading was the greatest activity of prisoners of war. The report stated: "Of all the recreations, reading seemed to take the first place. Many officers availed themselves of numerous text books to improve their knowledge on various subjects." Arthur A. Durand, in his secret history of Stalag Luft III, wrote: "The effect of serious reading that well-selected camp libraries made possible, though neither obvious nor measurable, cannot otherwise than ultimately be of great benefit to many individual ex-prisoners, and indirectly to

the communities in which they live." And Major General Delmar T. Spivey, who was a prisoner in Stalag Luft III, wrote similarly:

Many people do not read much, but if they were deprived of all reading material they would suffer greatly. I am sure that thousands of books in our library were responsible for providing constructive, mind-saving diversion from the mental fortunes of prisoner life.

As of December in 1944 Stalag Luft III prisoners were still allowed to write three (3) letters and four (4) cards a month to back home. And despite the influx of American prisoner which resulted in living space and rations being halved less than 10 weeks before Christmas 1944, the Red Cross was still providing a steady supply of clothing and food to make up for German deficiencies as late as December.

The Red Cross also provided a complete Christmas day dinner. The American Red Cross packed and shipped 75,000 Christmas parcels in the summer of 1944, leaving time for a Christmas arrival to all the camps. The packages contained mixtures of food (including canned turkey and fruit cake), tobacco, games, and Christmas decorations.

The following 1944 holiday writings and drawings are from the Wartime Log of Chester "Chet" Strunk, Stalag Luft III.



19 Xmas Parcel 44

1 lb. plum pudding
4 oz. vienna sausage
8½ oz. cherries
4 oz. cheese
8 oz. honey
½ oz. boullion cubes
3 pkgs. cigarettes
2 fruit bars
1 pipe
1 playing cards
1 wash cloth
12 oz. boned turkey
3 oz. deviled ham
6 oz. jam
3¾ oz. butter
1½ oz. tea
14 oz. dehydrated dates
3 pkgs. gum
12 oz. mixed hard candy
1 pkg. P.A. tobacco
½ lb. nuts
1 game

~ XMAS DAY ~

0930 Left the sack
1000 Breakfast
- dried eggs
- fried potatoes
- bread and jam
- vienna sausage
- coffee

1030 circuit
1100 Appel
1115 Col. Goodrich's speech
1400 Lunch
- soup-cabbage, carrots
- grilled sandwich-cheese, ham
- tea

1430 Log book
1800 Dinner
- candied carrots
- mashed potatoes, gravy
- turkey-goon bread dressing
- plum pudding with sauce
- coffee

1930 Visited R.C. Klug
2200 Brew
- cherry pie, whipped cream
- tea

2230 Visited Room Ten
2400 Brew
- plum pudding with sauce
- cocoa

2430 Entered the sack

December

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
					1	Finished 2 Statics
Christian Doctrine of man 3	Letter Forms 4	Second Haircut 5	6	7	Play** Golden Boy 8	9
Christian Doctrine of God 10	Kriegs ire krieg Snow 11	12	13	Bad 14 Attempt	15	16
Search for God 17	Eating in five aid Raid 18	Air Raid Midnight Search in blk. 127 19	Picture appal 20	Radio show 21	Xmas Parcels Arrive in camp. 22	Rehearsal of sixty voices. 23
Xmas Sermon Communion 24 31	Xmas 25 Day	26	27	28	29	Visited Fore- Lager 30

The Men Behind Room Ten

'Twas Room Ten's Xmas Eve.
In Stalag Luft Three,
And many remembered
Without special glee
A similar scene in 1943.
Some memories still longer
With just a slight cue
Would mean about Xmas of 1942.
Here's a useless reminder
Of who they all were
That packed in their chamber
Unable to stir;
Ignored with a frown
This undeserved slur.
There were new & old inmates,
A weird group indeed,
Each face an enigma;
No mortal could read,
Each stomach insatiably
Eager to feed.

The eldest was Marshall,
A breeze from the West;
Who with Calculus, whiskers
And nonchalant jest—
Ere blew into Deutschland
Ahead of the rest.

And then there was Finny,
With his furious pace,
Of relaxing and reading
And a fleeting wild grace;
Peculiar in sooth
To that Buffalo place.

There was Peggie, ex-actor
Ex-burleycue fan;
Whose horn ever tootling,
And tongue swift to pan;
Showed unfortunate traces
Of ya Harvard's clan.

Just skip o'er the writer
With little ado;
He was strange in his dullness
His pipe ashes strew;
And one and all hoped
That his lines would be few.

Pass on to Ma Woerhle
Great Northern's white hope
Breeding fond o'er his chickens
He'd easily cope;
With gabbing and ice cream
But charades made him mope.

Note well the court jester,
Howard Hauser by name;
A sprightly mad spirit
With one absurd claim,
That to farm in Ohio
Expressed his sole aim.

Great Edmund was there too
Defending the faith,
Of more and bigger business

Though F.D.R. sayeth;
And "let's let it simmer"
Ed also sayeth.

Oh look long at Lindquist
And then look away.
Remembering after
That those who know say,
De Mille a back number
And Johns here to stay

Chet Strunk was a member
The bringer of news,
An enfant in years
Whom one had to excuse
For quietly seeing
So much to amuse.

Observe that Fitzpatrick
Of the girth and the grin;
An artist at sleeping
Who had all the gin,
On dishes and cribbage
And how to get thin.

Another was Ernie
Of Dakota's bad Sands;
On good terms with his bunk
Still he met all demands
So alertly no normal type
Quite understands.

Of the same vintage, Fred
A well informed chap
Whose soft Midwest accent
Urged, last famine might hap
Save that good 'tater juice
Every last scrap.

These made up the twelve
In Nineteen Forty-Four
Who with no poison brew
As sometimes before
Only hoped that next year
Would bring no encore

It's Room Ten's Xmas eve
All twelve sober quite
So to all a Merry Xmas
May the New Year be bright
And to finish the rhyme up
To all a good night.

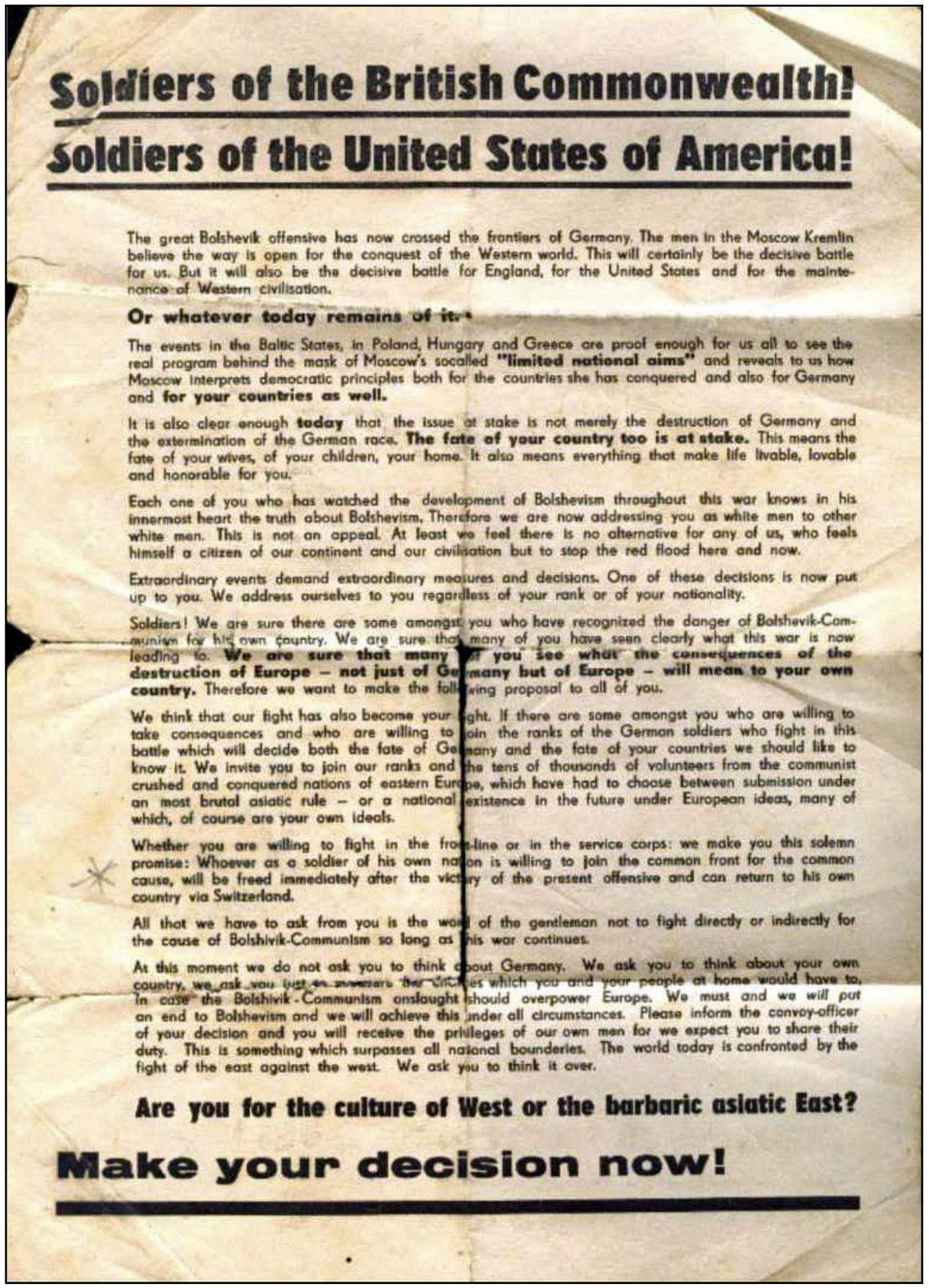
Written by
S. Darrance

It was clear by the end of December that the Soviets were soon likely to overrun Stalag Luft III. The question was, what would the Germans do about it? This concern occupied prisoner discussion more than food. None of the options were attractive. Even being liberated by the Soviets was scary -- what to expect? The possibility of mass execution by the guards was an alternative taken seriously by the average prisoner, most of whom had some plan in mind for how he would respond to such a challenge.

The most likely possibility was that prisoners would be evacuated to the west before they could be liberated. And, plans for that possibility concerned PWs more and more as the physical evidence of the Soviet's presence became increasingly evident with the sound of artillery, heard louder each day at roll call. As appel was dismissed, individuals would shout, "Come on Uncle Joe!"

Around this time the Germans handed out the pamphlet shown on the following page, which offered American and British prisoners a chance to join with the Germans in fighting the "Bolshevik, Barbaric Asiatic East." There were no takers.

Each prisoner had his own plan. Some joined into groups to build sleds to carry food, clothing, or other things deemed valuable but most men tried to figure how they could carry these things on



Soldiers of the British Commonwealth!

Soldiers of the United States of America!

The great Bolshevik offensive has now crossed the frontiers of Germany. The men in the Moscow Kremlin believe the way is open for the conquest of the Western world. This will certainly be the decisive battle for us. But it will also be the decisive battle for England, for the United States and for the maintenance of Western civilisation.

Or whatever today remains of it.

The events in the Baltic States, in Poland, Hungary and Greece are proof enough for us all to see the real program behind the mask of Moscow's socalled **"limited national aims"** and reveals to us how Moscow interprets democratic principles both for the countries she has conquered and also for Germany and **for your countries as well.**

It is also clear enough **today** that the issue at stake is not merely the destruction of Germany and the extermination of the German race. **The fate of your country too is at stake.** This means the fate of your wives, of your children, your home. It also means everything that make life livable, lovable and honorable for you.

Each one of you who has watched the development of Bolshevism throughout this war knows in his innermost heart the truth about Bolshevism. Therefore we are now addressing you as white men to other white men. This is not an appeal. At least we feel there is no alternative for any of us, who feels himself a citizen of our continent and our civilisation but to stop the red flood here and now.

Extraordinary events demand extraordinary measures and decisions. One of these decisions is now put up to you. We address ourselves to you regardless of your rank or of your nationality.

Soldiers! We are sure there are some amongst you who have recognized the danger of Bolshevik-Communism for his own country. We are sure that many of you have seen clearly what this war is now leading to. **We are sure that many of you see what the consequences of the destruction of Europe – not just of Germany but of Europe – will mean to your own country.** Therefore we want to make the following proposal to all of you.

We think that our fight has also become your fight. If there are some amongst you who are willing to take consequences and who are willing to join the ranks of the German soldiers who fight in this battle which will decide both the fate of Germany and the fate of your countries we should like to know it. We invite you to join our ranks and the tens of thousands of volunteers from the communist crushed and conquered nations of eastern Europe, which have had to choose between submission under an most brutal asiatic rule – or a national existence in the future under European ideas, many of which, of course are your own ideals.

Whether you are willing to fight in the front-line or in the service corps: we make you this solemn promise: Whoever as a soldier of his own nation is willing to join the common front for the common cause, will be freed immediately after the victory of the present offensive and can return to his own country via Switzerland.

All that we have to ask from you is the word of the gentleman not to fight directly or indirectly for the cause of Bolshivik-Communism so long as this war continues.

At this moment we do not ask you to think about Germany. We ask you to think about your own country, we ask you just to observe the circles which you and your people at home would have to. In case the Bolshivik-Communism onslaught should overpower Europe. We must and we will put an end to Bolshevism and we will achieve this under all circumstances. Please inform the convoy-officer of your decision and you will receive the privileges of our own men for we expect you to share their duty. This is something which surpasses all national bounderies. The world today is confronted by the fight of the east against the west. We ask you to think it over.

Are you for the culture of West or the barbaric asiatic East?

Make your decision now!

their person.

American strength at this time was 6,844 - the largest American officers' camp in Germany. Many men anticipated relying on the pockets of their clothing, rather than creating something else to carry. For example, slit a head-hole through their blanket to wear it as an outermost garment rather than carrying it.

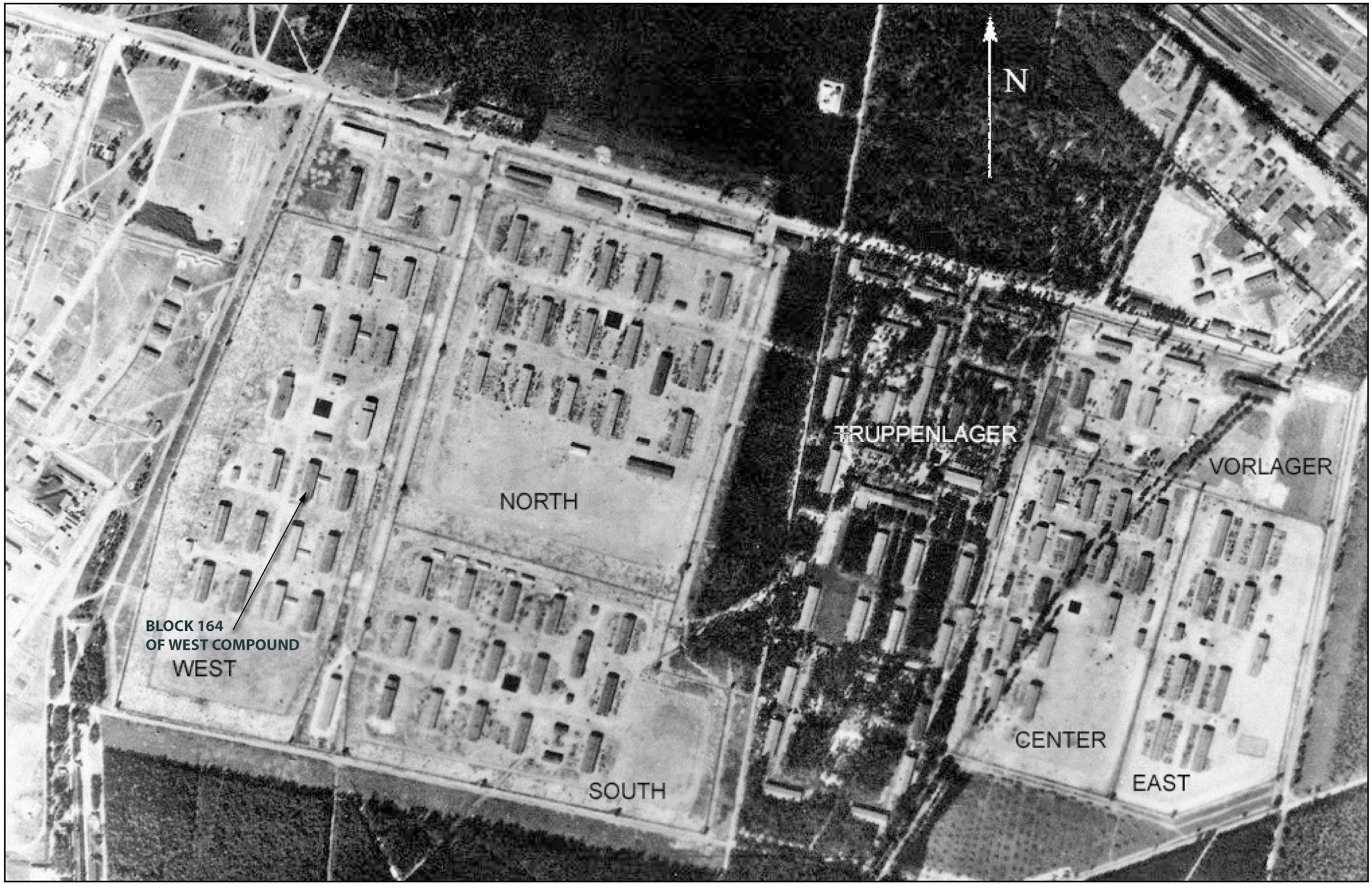
On the morning of 27 January 1945, there was an air of restrained excitement among the well over 10,000 Allied occupants of Stalag Luft III. In spite of the biting cold and the steady fall of snow in large flakes, prisoners huddled outside their barracks discussing the latest report: The Russians were less than

twenty (20) miles to the east and still advancing.

Just before midnight on 27 January 1945, with Soviet troops only 16 miles (20 km) away, preparations began for the PWs to be marched out of Stalag Luft III, with the first destination being Spremberg, Germany. For many prisoners - including Frank Morrissey - that survived The March to Spremberg, a second harrowing journey would follow: a multiple day movement by rail to another camp. The following sequence of events are provided from a combination of official reports and post-war prisoner interviews.



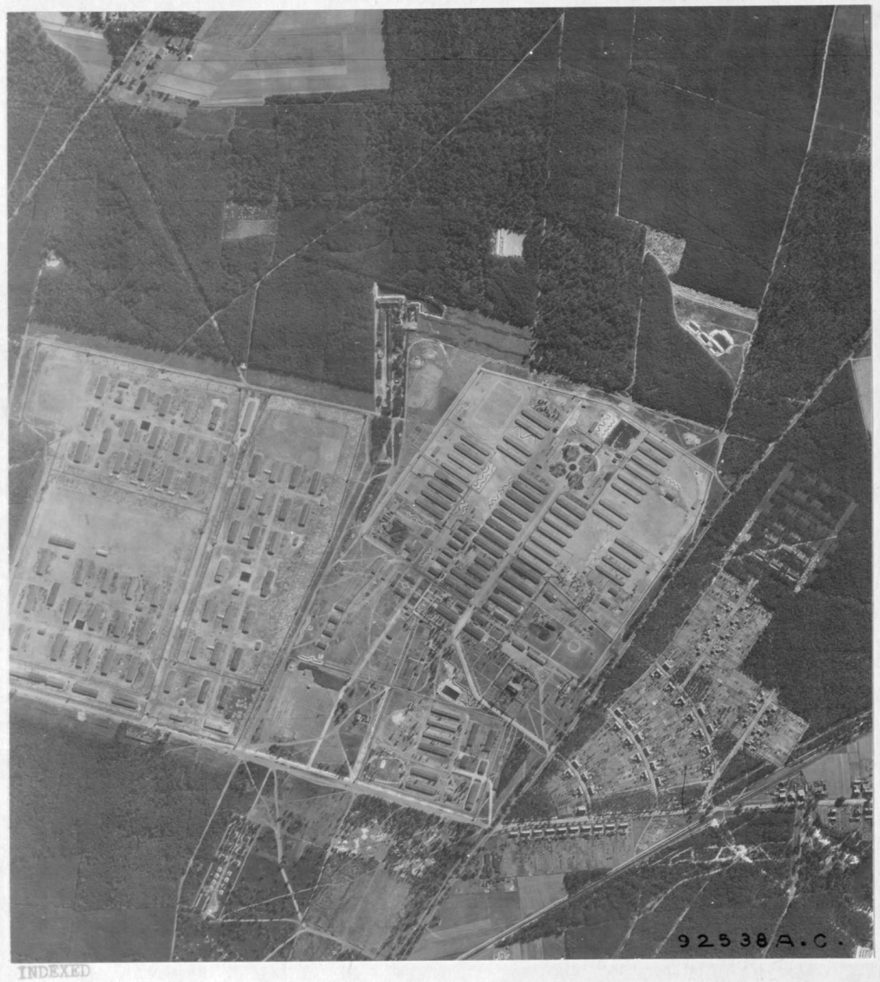
Above: The southwest corner of North Compound looking into West Compound - a rather bleak view across Stalag Luft III. The dark shapes on the ground, resembling mole hills, were in fact the stumps of trees that were felled to make way for the expansion of the camp.



An Allied aerial reconnaissance photo of Stalag Luft III taken 17 September 1944.

Print (Mission No. 2958 - OR-106-G - 17 Sept 1944 - Exp. No. 4032) rec'd January 1954 from Library Branch PRSD. Neg. on file in Film Files. Stamped: "No Obj. to Pub. 28 July 1953 (14) OPI-DOD." Copied 16 Nov., 1959

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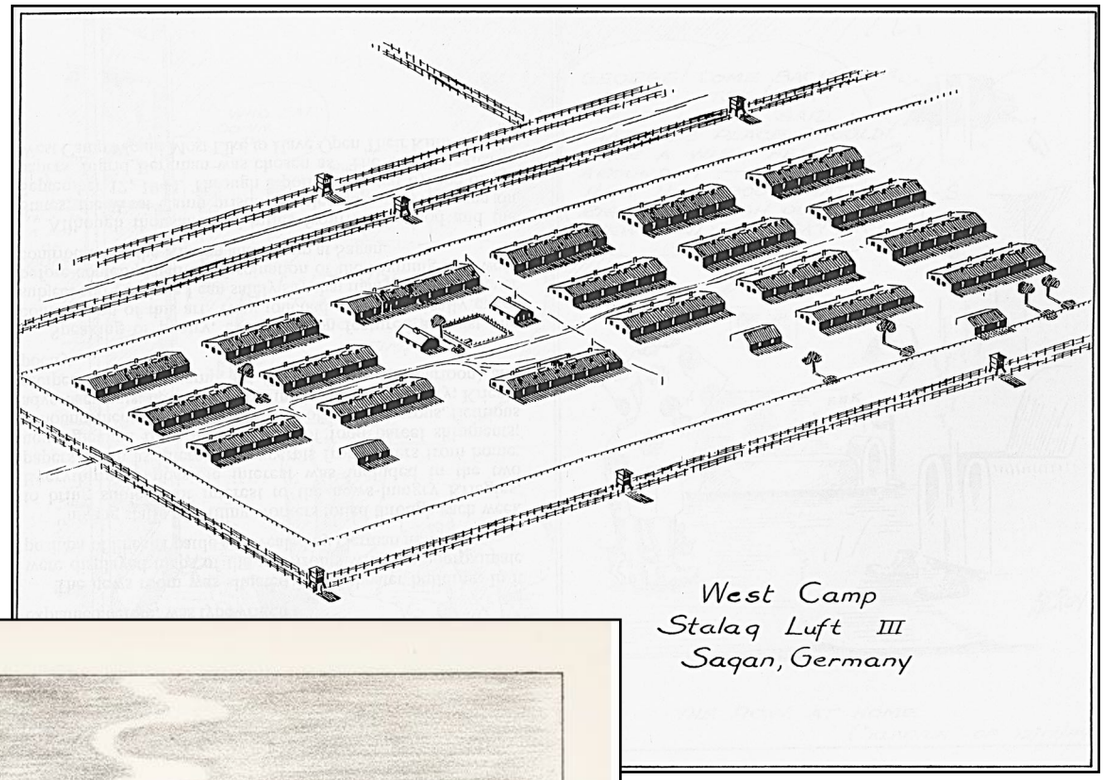


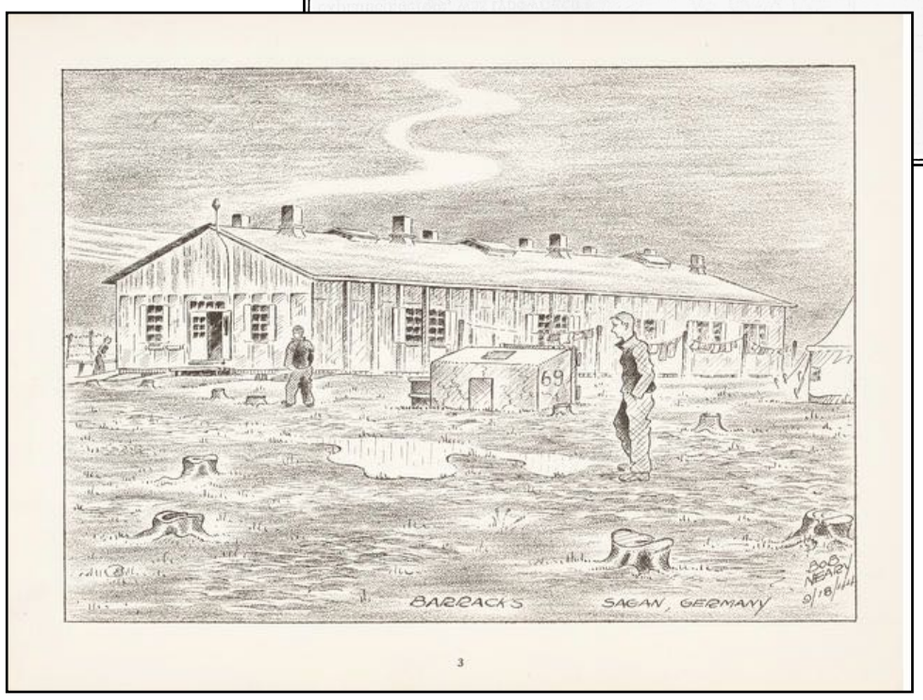
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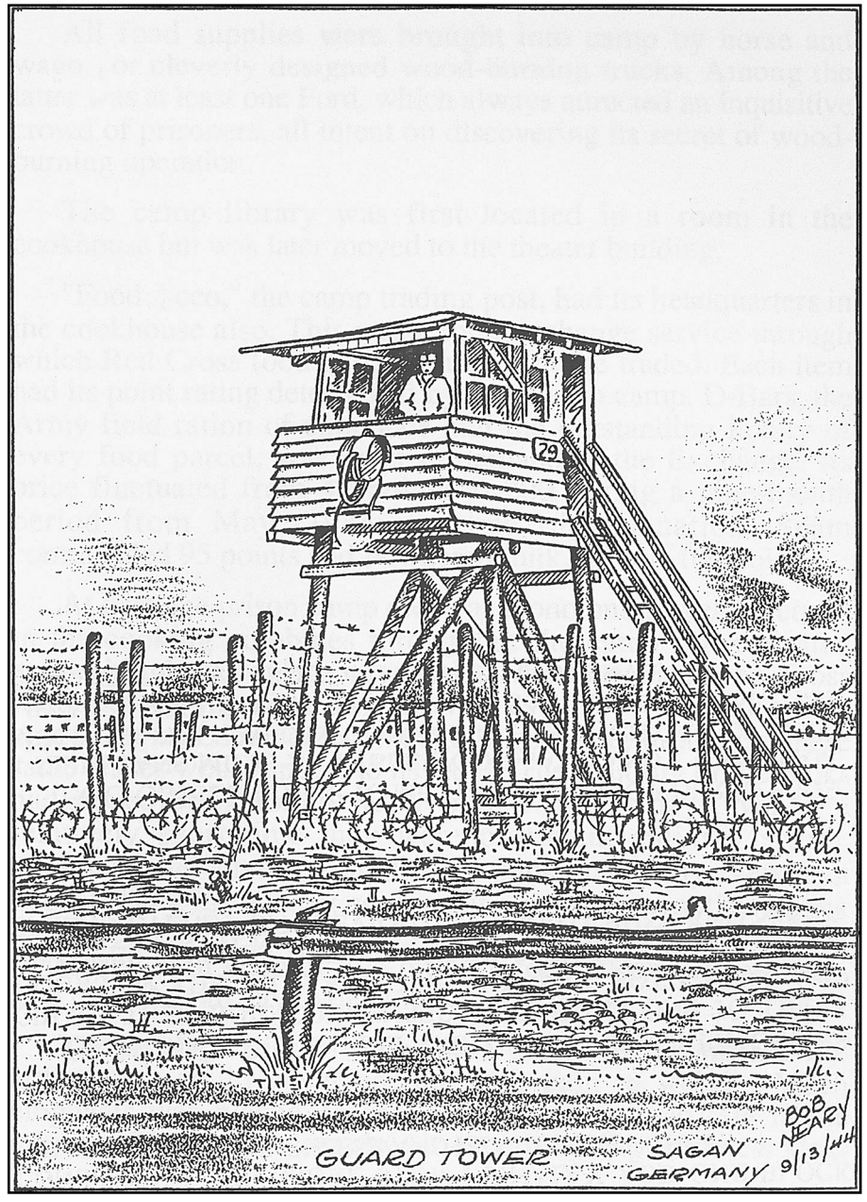
WAR THEATRE #12 (Germany) PRISONS & PRISONERS

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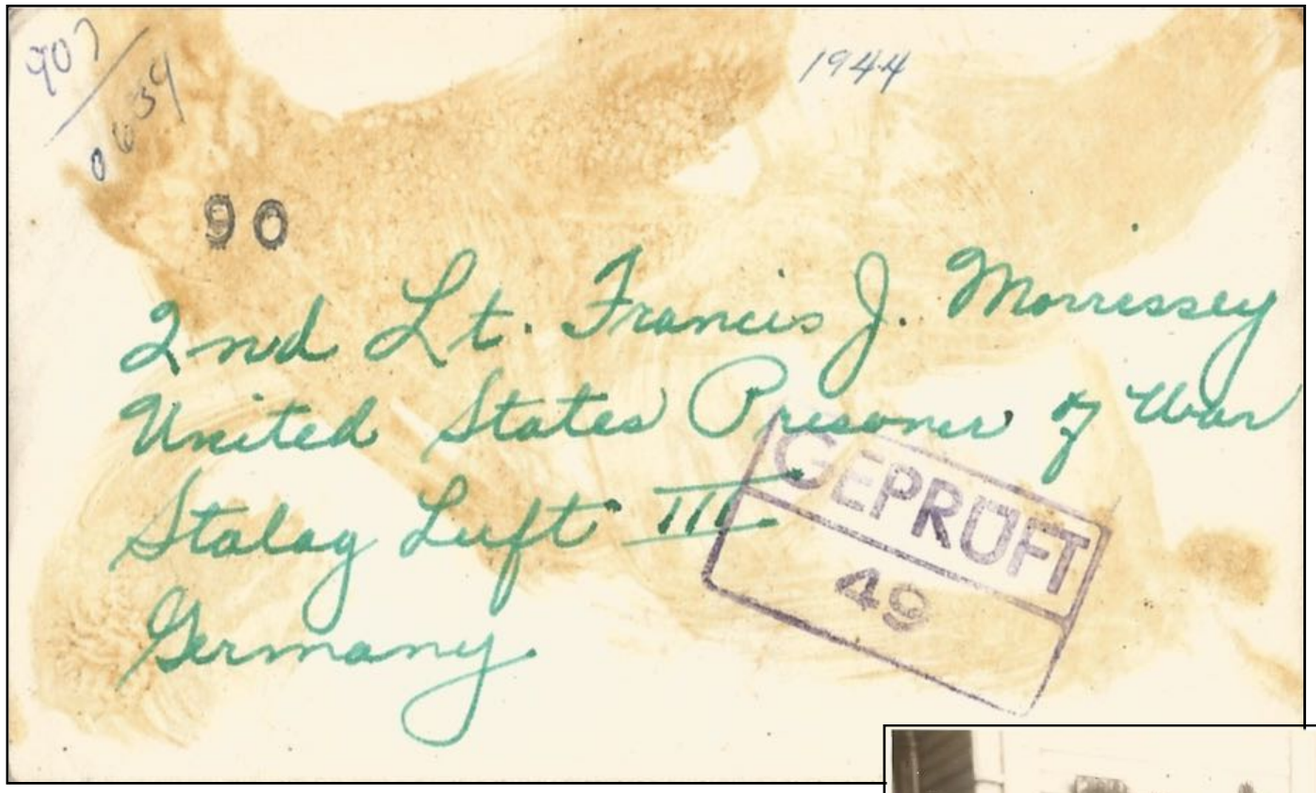








Above are sketches of the West Compound at Stalag Luft III. Lieutenant Frank Morrissey was interned in this part of the camp from June 1944 to 27 January 1945. (Courtesy of the Bob Neary Estate)





A photo that Frank's parents mailed to him while at Stalag Luft III. Notice the camp German censor stamp on the back - GEPRUFT 49.



This photo was taken looking across the southwest corner of the North Compound into the West Compound, as viewed from the South Compound (USAFA, SMS 329)



This photo was taken at the western border of the South Compound, looking into the southeast corner of the West Compound of Stalag Luft III. The prisoners walked the perimeter, getting in shape for “what ever is coming.” The Russian advance caused Hitler to order the camp’s evacuation on 27 January 1945.

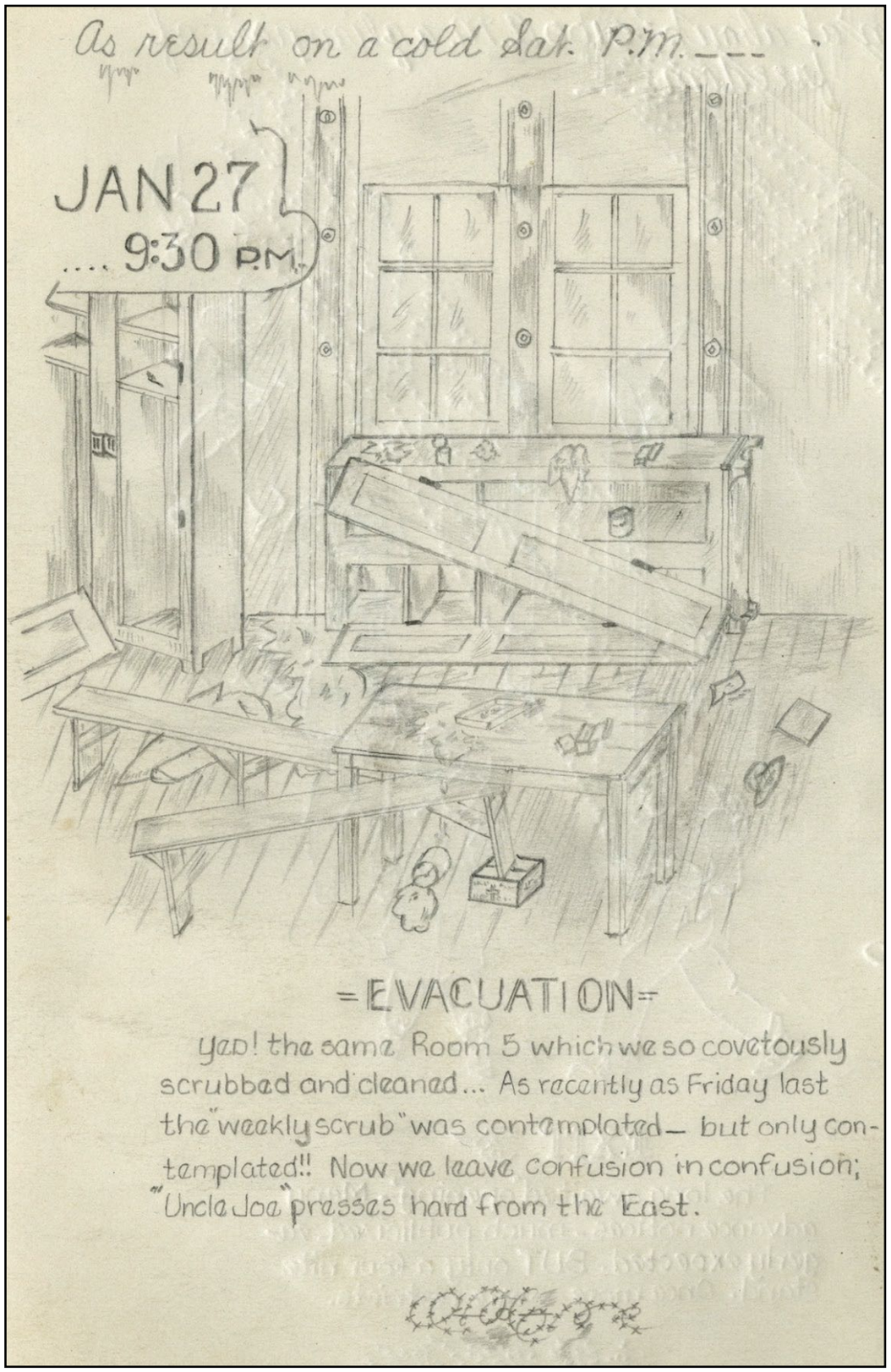
Nothing could match the impact of the short speech delivered in the middle of the second act of "You Can't Take It With You" presentation at the South Compound Theater on that night of 27 January. Making an unscripted entrance, Colonel Charles G. Goodrich, the senior American officer, strode center stage and announced, "The Goons have just given us 30 minutes to be at the front gate! Get your stuff together and line up!"

At his 4:30 staff meeting in Berlin that very afternoon, Adolf Hitler had issued the order to evacuate Stalag Luft III. He was fearful that the Allied airmen in the camp would be liberated by the Russians. Hitler wanted to keep them as hostages. A spearhead of Soviet Marshal Ivan Konev's Southern Army had already pierced to within 20 kilometers of the camp.

In the barracks following Colonel Goodrich's dramatic announcement, there was a frenzy of preparation - of improvised packsacks being loaded with essentials, distribution of stashed food, and of putting on layers of clothing against the Silesian winter.

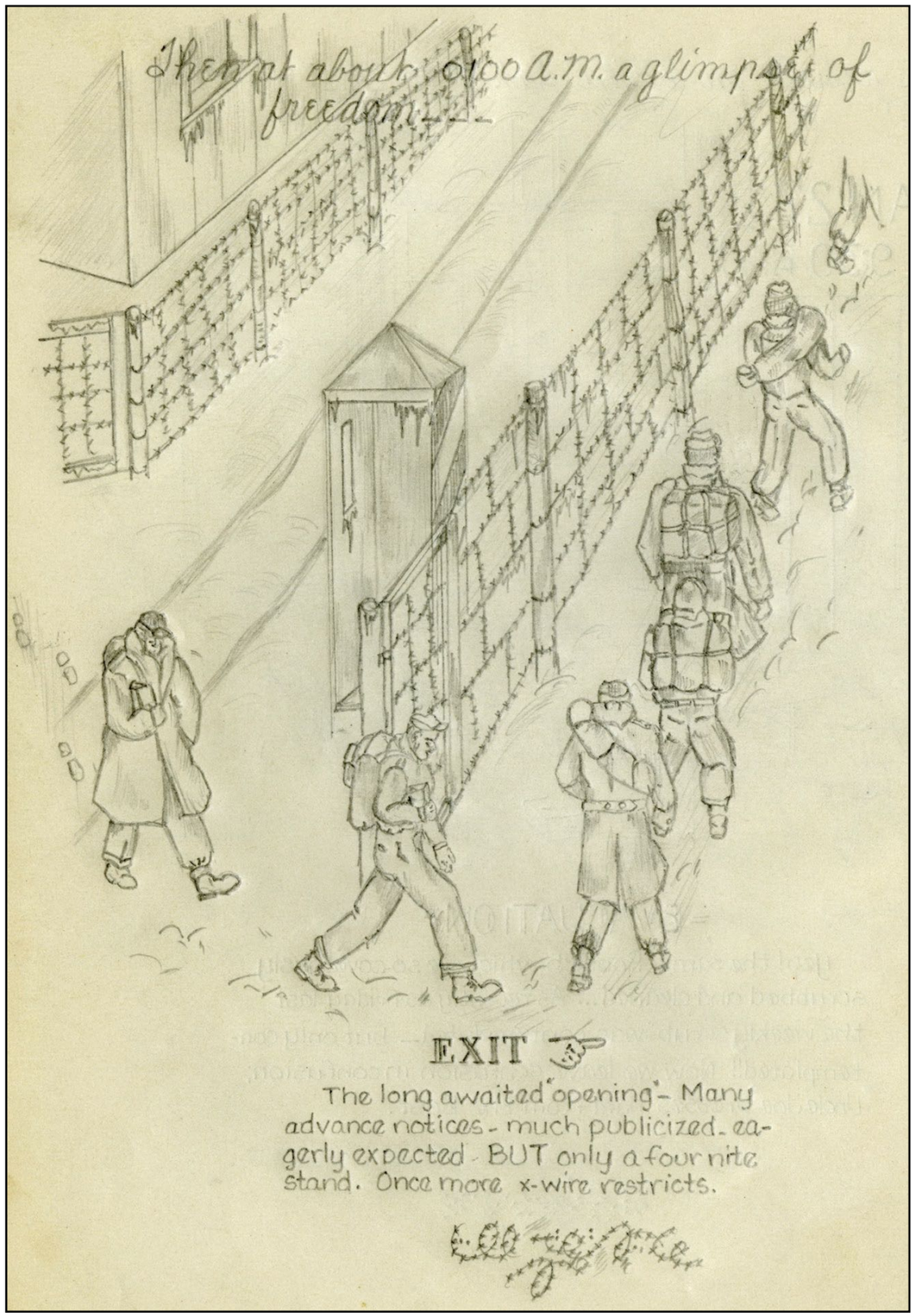
With a temperature of 10 degrees Fahrenheit and six inches of snow on the ground, 2,000 of the prisoners South Compound were assigned to clear the road ahead of the main group.

Right: This page in Hardy A. Mitchener's diary shows the West Compound barracks as they appeared on 27 January 1945, after a rapid evacuation of the POW camp. The picture shows the interior of a room with everything in disarray. He writes"As result [sic] on a cold Sat. P.M. ---Evacuation---Yes! the same Room 5 which we so covetously scrubbed and cleaned ... As recently as Friday last the 'weekly scrub' was contemplated - but only contemplated! Now we leave confusion in confusion; 'Uncle Joe' presses hard from the East."



Right: This page in Hardy A. Mitchener's diary shows the POWs departing Stalag Luft III. They have not been released, but rather, they are being relocated to another POW camp farther west because of the approaching Russians from the East.

Mitchener has drawn a line of men leaving the camp. He writes, "Then at about 0100 A.M. a glimpse of freedom --- Exit - The long awaited 'opening' - Many advance notices - much publicized, eagerly expected, BUT only a four nite stand. Once more x-wire restricts."





Above: Colonel Charles G. Goodrich, the first commanding officer of the 12th Bomb Group. After being shot down in North Africa he became the Stalag Luft III South Compound ranking officer.

At 11:00 p.m. on 27 January, guards with sentinel dogs started to herd the prisoners through the main gate for their destination of Spremberg.

The March from Sagan began when the Americans left the South Compound at 11:20 p.m. and Frank Morrissey with the West Compound at 11:30 p.m. on Saturday the 27th. At 1:00 a.m. Sunday morning North Compound prisoners began to leave, the last man clearing the camp by 3:15 a.m. Center Compound followed. East Compound began to leave at 6:00 a.m. and had exited Stalag Luft III by 7:00 a.m.

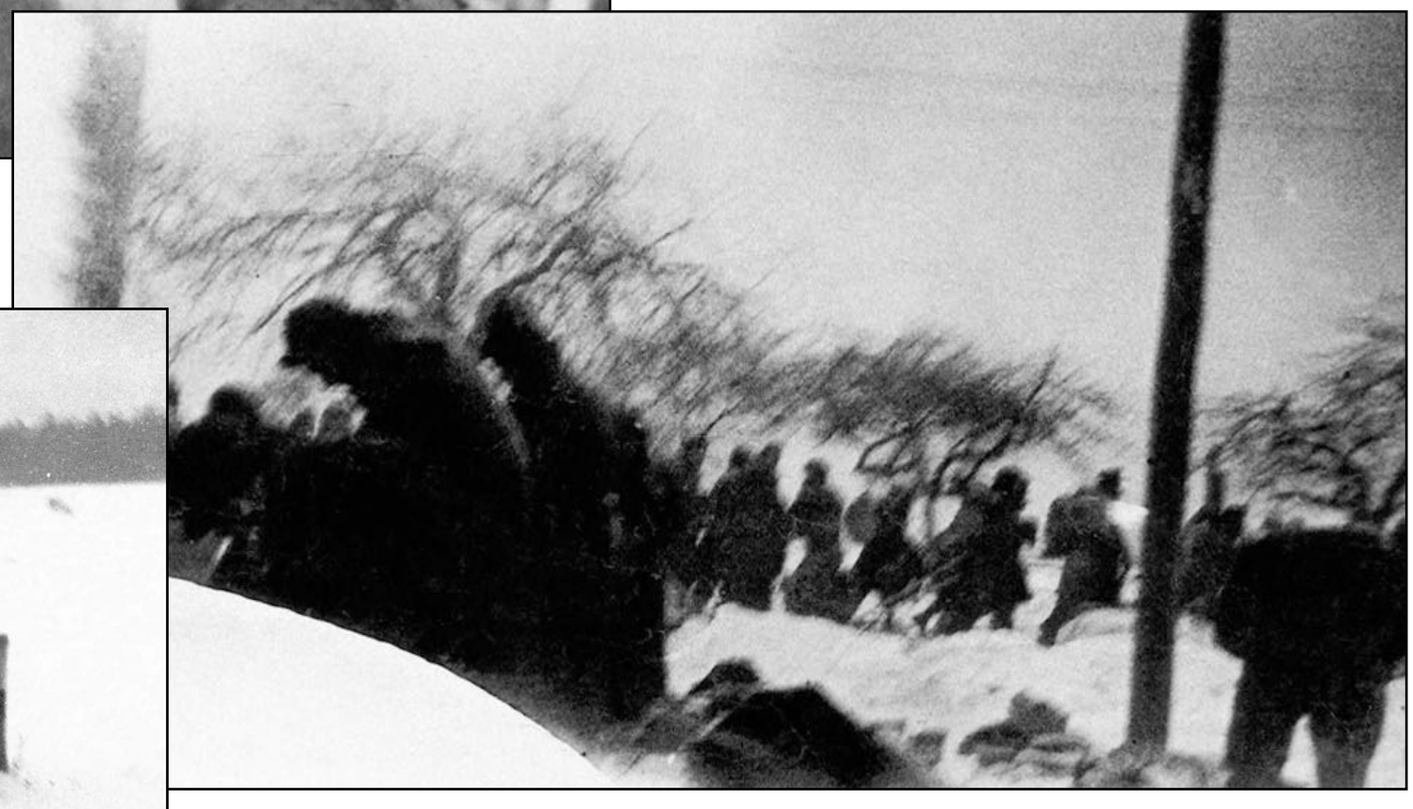


The March begins ....

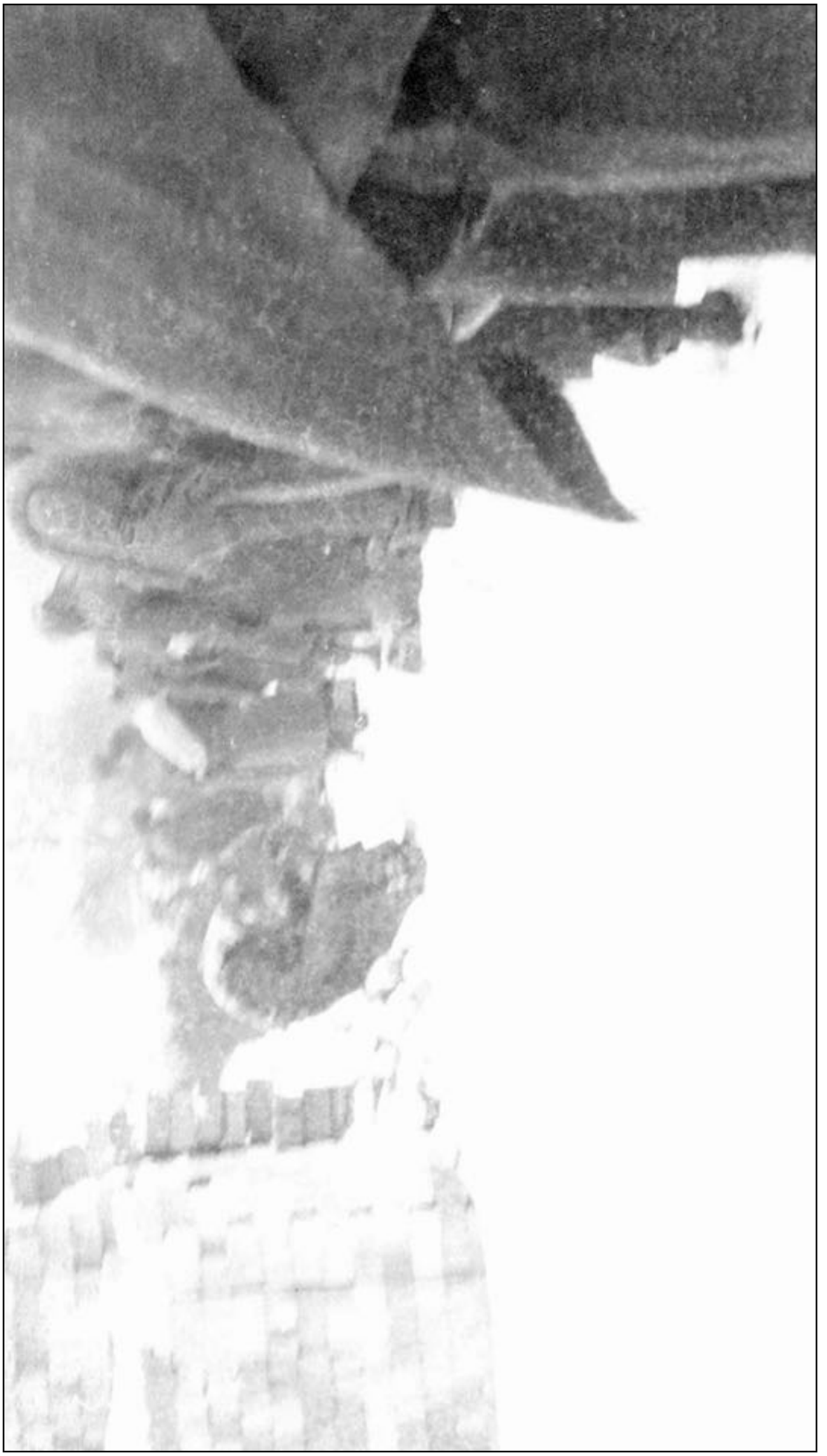


The following photographs were taken with clandestine
cameras carried and used on The March out of Stalag Luft III (USAFA, SMS 329)















Lieutenant Dick Kenney, far right, rests with his bunkmate during the long, forced march by the Germans (USAFA, SMS 329)







Upon reaching the main gate before leaving the camp each man was offered an unopened Red Cross parcel to take along. An extra 11-pound box to carry? Most declined. Those with sleds did load up. Hunger, however, was not to be the defining stress of this event.

The compounds were ready to march as instructed but since there was a several hour delay prisoners were able to repack and some had time for a good meal. Barley oatmeal and some meat was issued from the kitchens. Some was eaten and some packed. One enterprising party carried a leg of veal for the first two days before they managed to have it cooked.

The compounds were left in a state of chaos. At least 23,000 Red Cross food parcels were left behind intact. Prisoners' belongings worth an estimated $500,000 were abandoned, as well as more than 100,000 books. At least 2 million cigarettes were left in the North and East Compounds alone.

Outside the wire, prisoners waited and were counted, and waited again for two hours as the icy winds penetrated their multilayered clothes and froze stiff the shoes on their feet. Finally, the South Camp moved out about midnight.

At first, groups were walking in dense columns, which hour by hour stretched for huge distance. At the beginning, the

columns were 200 meters in length but it changed into a two kilometers spread.

In the back of prisoner columns were tractors with trailers and horse carts, which were carrying exhausted people.

The guards, mainly elderly men, were not only insufficient to prevent individual prisoners from escaping but found conditions so severe that it was all they could do to look after themselves. In several instances prisoners helped them by putting their packs into sleds and hauling them along with their own. By the second day many guards were unfit for duty.

Guards eventually became indistinguishable from prisoners, some of the former helping to pull the sleds on which their equipment was communally packed, others bartering for sleds themselves. The frequent presence of refugees on the road and the knowledge that the march of British prisoners was part of a gigantic retreat of armies and peoples westward gave color to a comparison with Napoleon's retreat from Moscow about which so many had read while in captivity. Almost incessantly, far away to the north was the sound of firing, presumed to be the battle around Frankfurt-on-Oder and encouraging the hope that the Russians might yet come to the rescue.

The exodus was harrowing to PWs of all compounds, especially to those of the

South Compound who made the first part of The March - 34-miles (55 km) from Sagan to Muskau in 27 hours with only 4 hours sleep.

Hour after hour, they plodded through the blackness of night, a blizzard swirling around them, winds driving near-zero temperatures.

At 2:00 a.m. on 29 January, the men of South Compound stumbled into Muskau and found shelter on the floor of a pottery factory. It was dusty but warm.

They stayed there for 30 hours before completing the remainder of The March - the nearly 16 miles to Spremberg.

Additional billets used in Muskau by prisoners other than those in South Compound were a cinema, a riding school, an animal stable, a laundry, and a French PW Camp. Except for the riding school where there were no sanitary arrangements or facilities and the majority caught a mild form of dysentery, all billets were crowded but conditions were tolerable and the civilians in charge did all in their power to make people comfortable.

All Compounds had at least a day of rest and food in Muskau. By this time they had marched up to 36 hours, many with only a few hours sleep. This is where Colonel Goodrich passed the word authorizing escape attempts. In all, some 32 men felt in good enough condition to make the try. In 36 hours, however, all

had been recaptured. Those prisoners then rejoined with their respective groups.

On Thursday, 1 February, 57 North Compound prisoners remained in Muskau for medical attention where the French medical officer exhausted a large portion of his supplies for the prisoners' benefit. Meanwhile, about 1,500 Red Cross food parcels sent from Sagan were partially issued. About one-third of a loaf of bread per man was issued but again not everyone received it.

A day earlier, 523 American PWs left the North Camp body to join fellow prisoners in other columns of the march. At the same time 566 of the East Camp group formed ranks with the North Camp column.

The following day after some food provided by the Germans they marched into the city of Graustein. Here the civilians and the Kriegies were trading cigarettes, chocolates and coffee for bread, apples, potatoes, beer an wine.

The march from Graustein to Spremberg was an easy march as the snow had melted and the weather was somewhat warmer. In Spremberg, they were quartered in a large gymnasium which was part of a German garrison and given some soup along with the ever present black bread. They were allowed to spend the night and slept on their blankets on

the floor. Some PWs were put in empty garages, stores and in military barracks. Those sheltered in barracks got warm soup and bread.

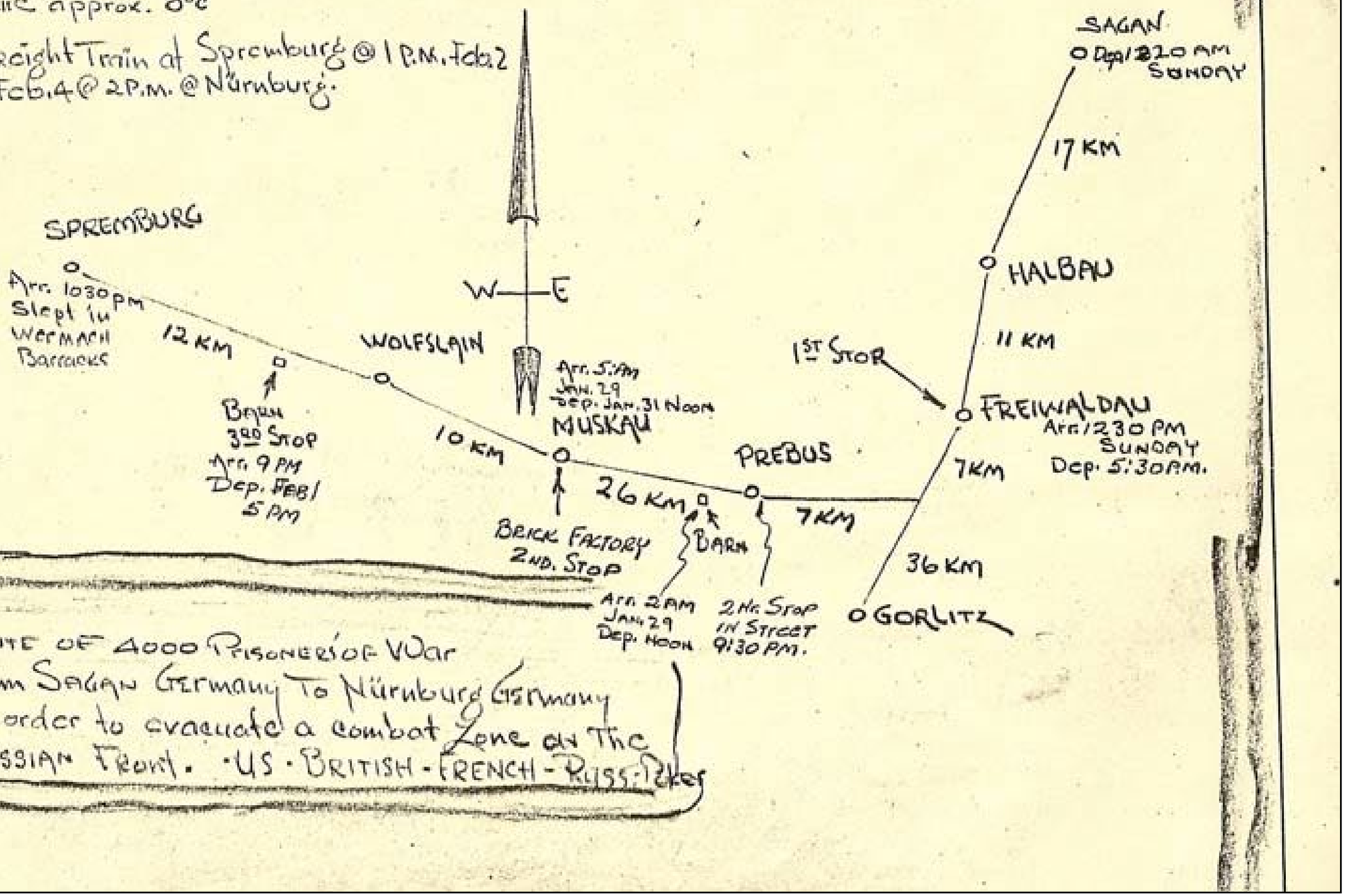
Somewhere along the line the men of East Compound had passed through Spremberg. South, West and North compounds had already arrived to the city, but were headed south on the rails.

The North Compound eventually fell in with the West Compound at Spremberg and on 2 February, entrained for Stalag XIII-D at Nurnberg, which they reached after a two day trip.

On Sunday, 4 February, prisoners from the Center Compound marched the almost 4.5 miles (7 km) into Spremberg, ate some barley soup at a Wehrmacht training garage and were then marched through the town to the railroad station. They were then herded into French "forty-and eight" boxcars, putting 50 prisoners into one boxcar with two guards.

Next Page: The March route from Stalag Luft III to Spremberg, Germany

order For Adjutants Call 2030 JANUARY 27, 1945
Began March at 0020
Temperature approx. 0°C
8" Snow
Boarded Freight Train at Spremburg @ 1 P.M. Feb 2
Arrived Feb. 4 @ 2 P.M. @ Nürnburg.



ROUTE OF 4000 PRISONERS OF WAR
FROM SAGAN GERMANY TO NÜRNBURG GERMANY
IN ORDER TO EVACUATE A COMBAT ZONE ON THE
RUSSIAN FRONT. · US · BRITISH · FRENCH · RUSS · PRES

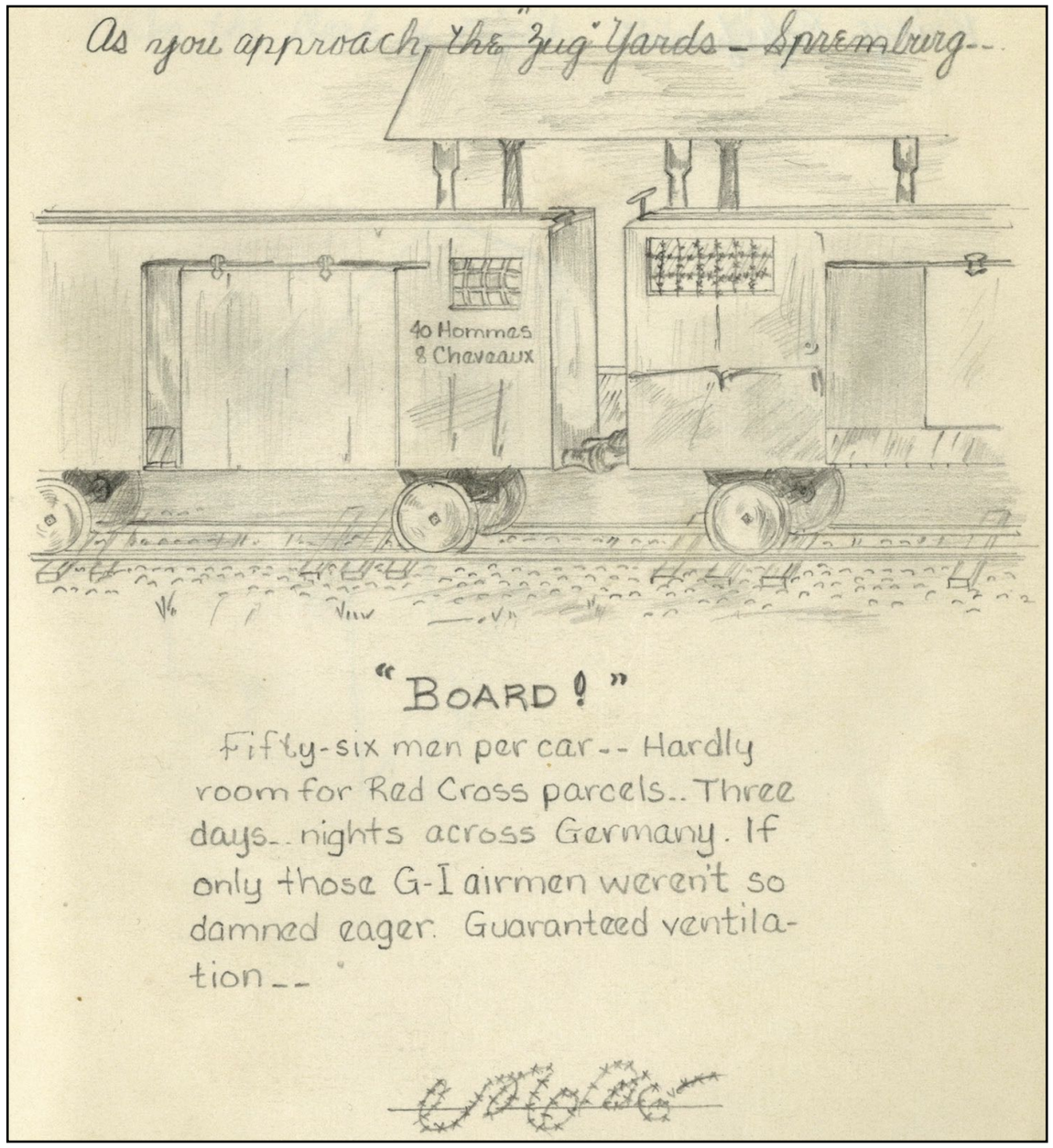
In all, the movement from Sagan to Spremberg took six days and covered 62 miles; it snowed four of those days. Other cities traveled through included Ilowa (Halbau), Borowe (Burau), Gozdnica (Freiwaldau), Przewóz (Priebus), Potok (Pattog), Leknica (Lugknitz), Bad Muskau, Kromlau, Graustein and finally to Spremberg, Germany.

During next days, prisoners were divided according to the compounds they occupied at Stalag Luft III to prepare for movement by rail.

On 31 January, the South Compound men plus 200 men from the West Compound started their journey to what they thought was their final destination - Stalag XIII-D Nurnberg (Nuremberg - Langwasser).

They traveled by rail in "forty-and eight" boxcars. These boxcars packed 50 to 60 men in a car designed to hold 40, and one guard in each boxcar. The only way one could sit was in a line with others, toboggan-fashion, or else half stood while the other half sat.

It was a three day ordeal, locked in a moving cell with the stench of vomit and excrement. The only ventilation in the cars came from two small windows near the ceiling on opposite ends of the cars. The train lumbered through a frozen countryside and bombed-out cities.



Left: This page from Hardy A. Mitchener's diary shows a drawing of two train cars with "40 Hommes 8 Cheveaux" (40 men 8 horses) written on one of the cars. Mitchener writes"As you approach the 'Zug' [train] Yards - Spremburg---Board!' Fifty-six men per car-- Hardly room for Red Cross parcels ... Three days ... nights across Germany. If only those G-I airmen weren't so damned eager. Guaranteed ventilation."



Above: This is a typical train of French-type "40 and 8" box cars (40 men or 8 horses). The Germans packed many more than 40 PWs into such cars. At Spremberg, the columns of prisoners were loaded into the cars, which were littered with manure.

During the entire trip the train stopped two or three times. At each stop all 2,000 South Compound PWs got out, dropped their pants, and relieved themselves. At one rail yard they stopped next to a similar train. The engine and box cars were filled with German soldiers of the SS. Some PWs exchanged canned food with the soldiers.

When first getting into the boxcar guards on some cars sat by the door. PWs very rapidly arranged to have one-third of the guys standing, one-third of the guys sitting down with their legs spread and the next guy sitting in the open legs with his back on the chest of the fellow behind him. The last third, the sick guys, were able to lie down. They

rotated standing and sitting every-so-often so that we wouldn't cramp up too much.

It was reported in one of the boxcars that guards had two apple boxes to sit on. Prisoners had a filthy floor. It rained for two of the three days - the boxcar roof leaked -- most were sick with dysentery, chilblaines, or bad colds.

In another boxcar during the first night and following day guys were vomiting and had diarrhea, and there wasn't one bucket to be had. Men told the guards to open the doors, to let some fresh air in and to at least let the sick guys get sick hanging outside. They took their rifles and swung them. Their response "Nein, nein nein! Streng verboten!" (No, no no! Strictly forbidden!)

One of the prisoners who spoke good German responded, "You're going to open the doors, and you're going to throw those damn (apple) boxes out. You're going to put those damn guns down, and you're going to have the same amount of space as we do, which is not much. Or, you're going to shoot us. Now, you have bolt action rifles, and we'll let each of you get off two shots. That's a total of four shots. We'll even let you, with those four shots -- we'll let you kill two. Four times two is eight, so at the most you're going to be able to kill eight people. Then we're going to take you apart ear by ear, joint by joint,

eyeball by eyeball. And you've got one minute to decide what to do."

The two guards, upper middle-aged older men, were pretty shook up with the force of words that came their way. They put their heads together and spoke quickly to each other. Then they pleaded with us and they started crying.

"Please don't hurt us, we're just following orders."

"We won't hurt you, just open the damn door!"

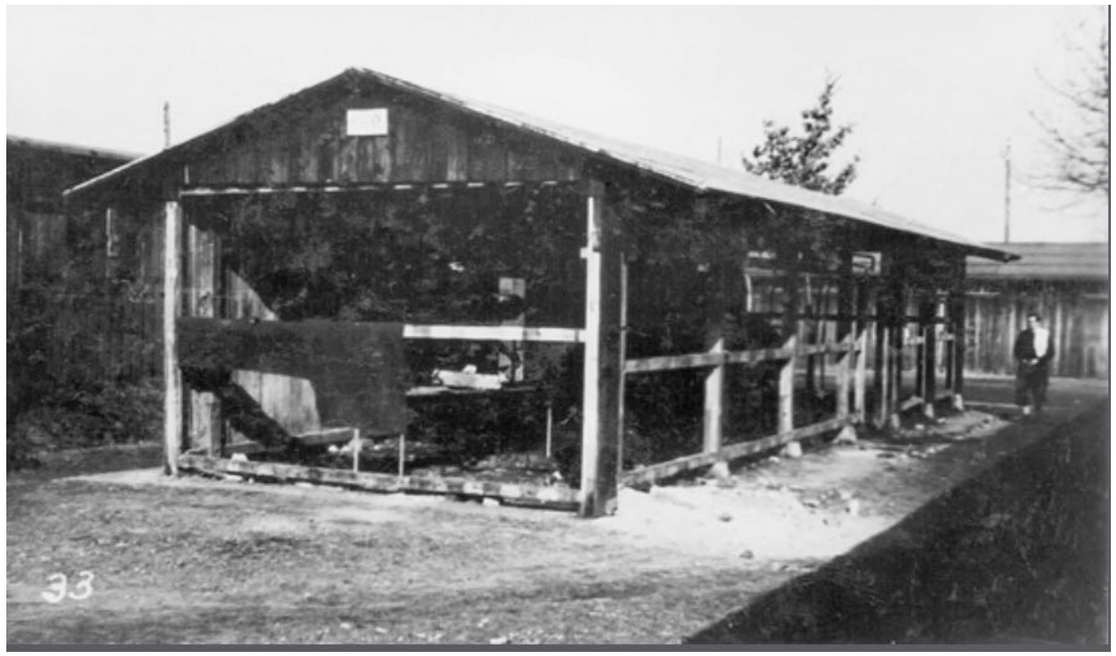
With that, the two soldiers quickly unlatched the door and pushed it all the way open, and we threw their apple boxes out. They were then told to put their rifles down, and we got along just fine.

During the three day (4 to 7 February) rail trip the Center Compound group received only 7/10th of a loaf of bread per man, and water was officially passed out only twice. At each stop prisoners traded cigarettes and soap for bread and water. No one slept, except for those who passed out from sheer exhaustion because there wasn't room for more than half at a time to lie down. They have lost all semblance to civilized beings. They were filthy dirty, unshaved, and many had picked up lice and fleas. All the clean clothes were now filthy dirty.



Above: A fire at the marshaling yards near Stalag XIII-D

(USAFA, SMS 329)



Above: A wash house at Stalag XIII-D torn apart for the lumber needed to heat barracks

(USAFA, SMS 329)

At some point men from the Center Compound had intersected at another train station with men of the South and West Compounds. The 2,000 PWs of Center Compound had now been marched and transported by rail a total of nine days. Not stopping at the train station, the long column of men of Center Compound was turned northward and taken, as previously mentioned, to a German Wehrmacht Panzer maintenance and training facility and fed some soup. All the tanks were gone - probably fighting the Russians on the eastern front - but there was a small contingent of German soldiers left to control the facility. The PWs were then herded into the tank storage barns and rested for a couple hours. Rousted up again they were formed up into a long column once more and marched back down to the train station where a line of box cars was waiting. Crammed inside they endured four more days of misery. They traveled southwest, eventually reached the city of Munich, and then the train came back north before arriving at Stalag XIII-D Nurnberg (Nuremberg - Langwasser).

In summary, this destination by rail for all prisoners originating from Stalag Luft III was as follows:

1. Around 2,000 men from South Compound and 200 men from West Compound, arriving at either Stalag

XIII-D Nurnberg (Nuremberg - Langwasser) or Stalag VII-A at Moosburg around 2 February

2. Around 2,000 men from the Center Compound, arriving at Stalag VII-A Moosburg on 7 February

3. The North Compound, East Compound and West Compound (part), arriving at Stalag XIII-D Nurnberg (Nuremberg - Langwasser) around 4 February

4. Another part of the West Compound, arriving at Stalag III-A Luckenwalde, around 8 February, and

5. Some 3,000 men from various Compounds: Marlag und Milag Nord Westertimke / Tarmstedt (a PW camp previously used exclusively for sailors), arriving around 5 February.

After finally arrived at Stalag XIII-D, they found a broken down, filthy, vermin infested prison camp. Food from the Red Cross and from the Germans was at a minimum. The Red Cross trucks coming out of Switzerland were unable to get through. The German rations consisted of 300 grams of bread, 250 grams of potatoes, some dehydrated vegetables and a little margarine. After the first week sugar was not available, and soon the margarine supply was exhausted.

After three weeks at Nuremberg, in answer to an urgent request, 4,000 Red

Cross parcels arrived from Dulag Luft. Shortly thereafter, the Swiss made arrangements for sending parcels in an American convoy. Soon Red Cross parcels began to arrive in GI trucks.

On 28 February 1945, Colonel Alkire drafted a detailed letter to the the Stalag XIII-D Kommandant outlining numerous violations of the International Convention relating to the treatment of Prisons of War (POW). The violations outlined by Alkire included the proximity of the camp to hostile fire and aerial bombing; inadequate food; a lack replacement clothing; dirty and infested sleeping areas; and a lack of cleaning materials and personal hygiene supplies.

Nuremberg at this time was being bombed during the night by the British and during the day by the Americans. B-24s and B-17s bombers, supported by the P-38, P-47 and P-51 fighters over the skies of Germany were uncontested. The only exception was the German artillery.

In early March the men were informed that they were going to have the luxury of one hot shower. They were advised that the hot water would be on for no more than three minutes.

The Germans command informed the camp in early April to get ready to march out of the camp as General Patton was driving close to Nuremberg. This march would be unlike the

movement out of Stalag Luft III as it was warmer; the sun was shining and most had the expectation they would soon be freed. There was little to pack, just their blankets and what towels they had. There were no extra clothes to put on and very little food to divide.

On 4 April 1945, the prisoners at Nuremberg received official word they would evacuate the camp - their second evacuation by foot in less than three months. This destination would be Stalag VII-A Moosburg, another prison camp located 160 kilometers (100 miles) from Nuremberg and nearly 30 miles north of Munich - the same distance from the ill-famed Dachau concentration camp.

The men left camp just before 0900 hours, marching almost thirteen miles to the town of Neumarkt before halting.

After resting for several hours, they were marched at night to limited the danger of being bombed or strafed.

From Neumarkt they marched through a number of towns such as Berching, Beilngries, Pfeffenhausen and Gammelsdorf. On April 10th the German tried to force the PWs across the Danube River at night. The senior officer protest this order and refused. The men could hear the sounds of their own artillery firing and crossing the river could hinder their chances of being liberated by the U.S. Army. The following day

they were marched across the river. As they crossed, they noticed the bridge was prepared for demolition with stacks of dynamite and several bombs hooked up to electrical wires. Some of these bombs were American 1,000 pounders.

After a 91 mile march which included avoiding allied bombers and fighters and the retreating German army, Frank Morrissey arrived at Stalag VII-A (officially Stammlager VII-A) around 19 April 1945. With him were 2,000 or so men from Stalag Luft III's South and West Compounds. Led by Colonel Walter E. "Pop" Arnold, the prisoners marched through the city of Moosburg up to the gates of the enormous prison camp. Some days after another 2,000 or so men from the Center Compound also reached the camp.

Unlike Stalag Luft III, which was a camp run by the Luftwaffe (Air Force), VII-A was under the control of the German Heer (Army).

Stalag VII-A was located in Bavaria, 22 miles northeast of Munich and a half-mile north of Moosburg, Germany. In a sprawling set of tightly spaced rows of drab, rundown, one-story military barracks built to accommodate 10,000 to 14,000 prisoners, the Germans had now crowded together 110,000 prisoners of war. In addition to Americans, it included military personnel of every Allied European nationality, including

(40,000) Russians, Indians, Australians, South Africans, Asians and South Americans.

The South and West Compound prisoners were placed in Stalag VII-A's Nordlager Compound upon arrival, and then eventually moved to the main camps. While in the Nordlager Compound no facilities were provided for washing, sanitation or cooking; and only straw spread over the barrack floors served as bedding. In the main camp, over 300 men were housed in barracks normally holding fewer than 200.

All the men from the Center Compound were quartered in two separate set of barracks next to their South Compound comrades. Once in the main camps the Germans kept the PWs in their dirty, damp, dark, unheated, overcrowded barracks. Wooden bunks were joined together into blocks of 12, a method of cramming well over 400 men into a building originally intended for 180. Outside the buildings large tents had been erected wherever there was enough space to set them up.

All buildings were hopelessly infested with vermin. As spring came to Bavaria, some of the more enterprising men moved out of the barracks into tents that had been erected to accommodate the stream of newcomers still coming in from other evacuated Stalags. Some men chose to sleep on the ground, setting up

quarters in air raid slit trenches. The camp resembled a giant hobo village.

Barbed wire encircled a world comprised exclusively of austere, dilapidated buildings, grungy tents, mud, and clusters of gaunt, emaciated men in shoddy, worn out clothing occupying every inch of unused space they could find.

The main camps had one cold-water spigot in each of the five (5) barracks for 800 men to use; they were the only source of water for every purpose.

The fortunate ones among us slept on triple-deck wooden bunks on gunnysack mattresses filled with excelsior and infested with fleas, lice, and bedbugs - the unlucky ones slept on floors, tables, or outside on the ground inside crowded tents.

There were no sanitary facilities inside the barracks. One latrine served over 4,000 men. Latrines were unheated, unlit, unspeakably foul-smelling separate structures that were nothing more than large outhouses with a narrow passageway and a long row of bench seating against a back wall.

The bench seating contained a series of about twenty holes, spaced about eighteen inches apart. Beneath the seating was a sickening, stinking, open slit trench. Misery, diarrhea and dysentery were rampant.

There was nothing to read and no room to walk. Prisoners could only sit and wait for the war to end.

Parcels were very scarce and for the most part prisoners lived on German rations for the next three months.

The the coming of spring men were covered with insect bites and always hungry - there was never enough food.

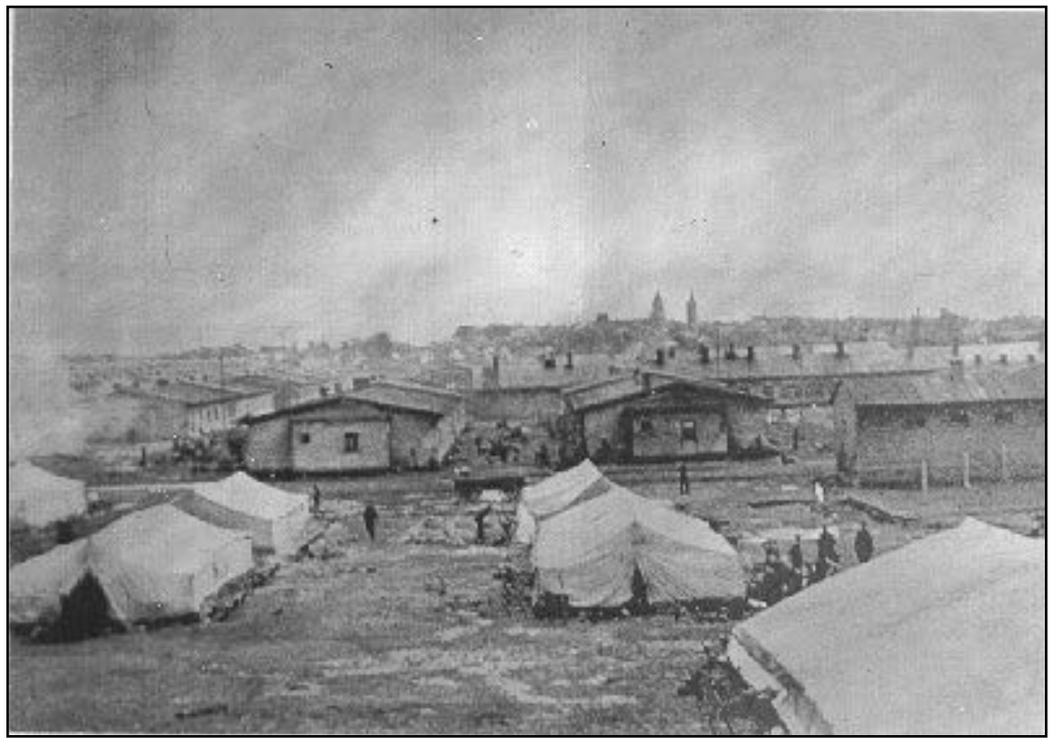
The daily food ration consisted of two or three slices of heavy German black bread, which we believed was made from a combination of flour and saw-dust, each morning, plain boiled potatoes or turnips, and a bowl of a vile, ill-tasting, watery soup made from dehydrated vegetables, which we called green-death, at midday; and one or two more slices of black bread in the evening.

Other prisoners reported that a few boiled potatoes were distributed every other day. As an extra on Sundays, men received two ounces of raw sausage. They managed to heat several cups of black, unsweetened tea every day. Frank described a common soup made of a combination of saw dust and pig en-trails. In March, the Germans provided boilers and enough fuel to allow each man to draw a pint of hot water daily.





Left: The latrine system from start to finish. The "honey-wagon" at Moosburg was quite modern; toward the end of the war it was shot at several times by Allied fighters.

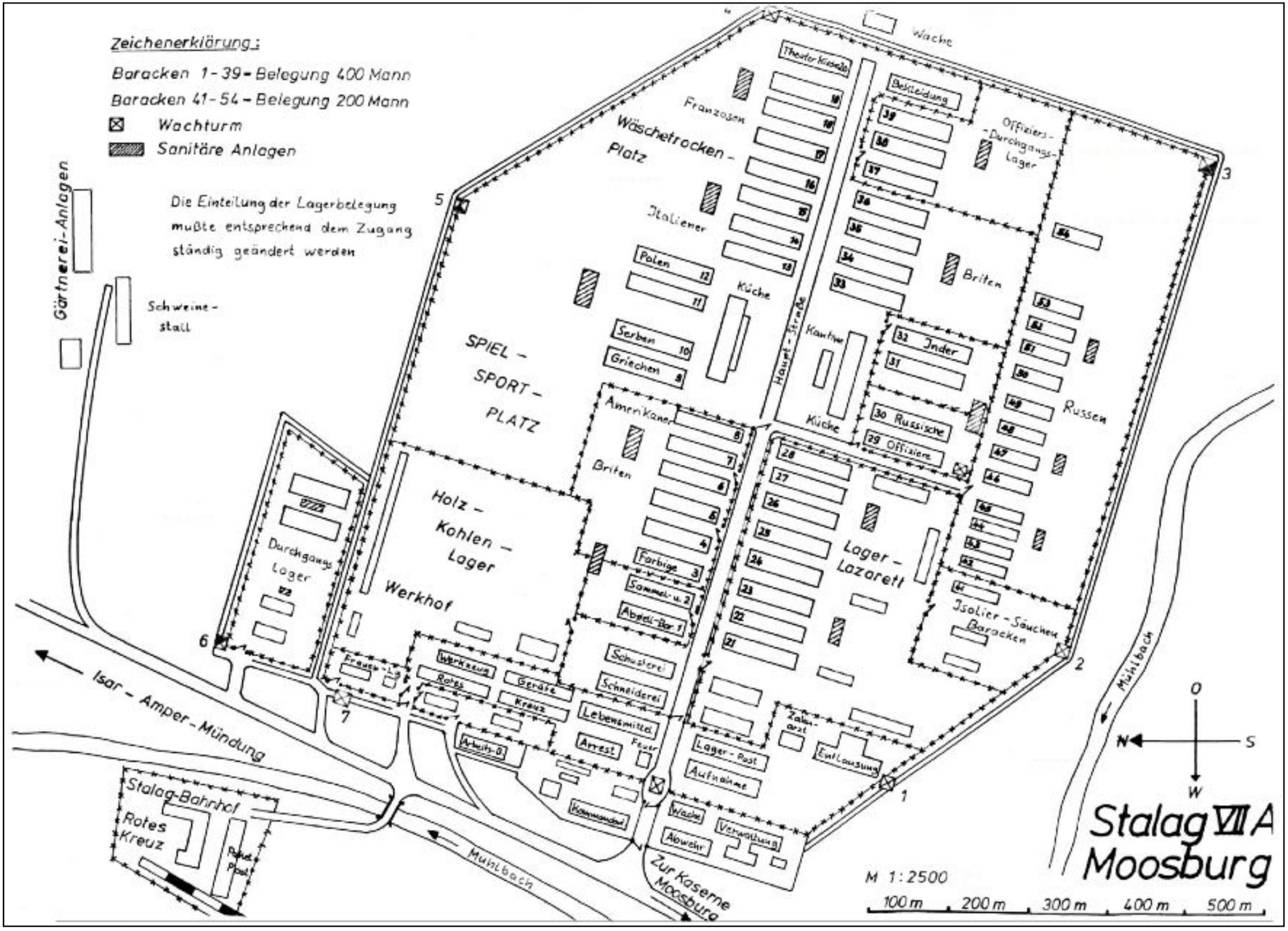


Above: Makeshift tents at Stalag VII-A that substituted for permanent barracks



Left: Hundreds of little stoves like this one appeared at Moosburg because there were few proper cook stoves and little coal to operate them. With one man operating the blower and another feeding small bits of wood and paper into the fire, a pot could be brought to a simmer quickly. Because of the smoke the stoves had to be used outdoors regardless of the weather. Slowly the wood in the barracks partitions and floors was being consumed in these stoves. With one man managing the fire and one holding the pot and stirring, a hot meal could be produced.

Next Page: The German construction plan for Stalag VII-A


Zeichenerklärung:
Baracken 1-39 = Belegung 400 Mann
Baracken 41-54 = Belegung 200 Mann
Wachturm
Sanitäre Anlagen
Die Einteilung der Lagerbelegung mußte entsprechend dem Zugang ständig geändert werden
Gärtnerei-Anlagen
Schweine-stall
Wache
Theaterbaracke
Bekleidung
Franzosen
Wäschetrocken-Platz
Offiziers-Durchgangs-Lager
Italiener
Polen
Küche
Briten
SPIEL-SPORT-PLATZ
Serben
Griechen
Haupt-Straße
Kantine
Inder
Russen
Amerikaner
Küche
Russische Offiziere
Holz-Kohlen-Lager
Durchgangs Lager
Farbige
Lager-Lazarett
Isolier-Seuchen Baracken
Werkhof
Sammel-u.
Abgeti-Bar
Schusterei
Schneiderei
Werkzeug
Geräte
Rotes Kreuz
Lebensmittel
Arrest
Feuer
Arbeits-B
Lager-Post
Aufnahme
Zahn-arzt
Entlausung
Kommando
Wache
Verwaltung
Abwehr
Isar-Amper-Mündung
Stalag-Bahnhof
Rotes Kreuz
Mühlbach
Zur Kaserne Moosburg
Mühlbach
O
N
S
W
Stalag VII A Moosburg
M 1:2500
100 m
200 m
300 m
400 m
500 m

A plan was executed which allowed men to work in the German kitchen for food preparation. Afterwards the quality of the rations improved significantly. The German administration also consented to a group of 50 prisoners under guard to gather small amounts of firewood in an area outside but proximate to the camp.

Men of the South Compound were eventually moved to the enclosure occupied by the Center Compound. Thus, 4,000 PWs now lived in an area which had been unable to properly support 2,000 men. Larger tents were erected in whatever space was available. Straw was provided as bedding. In addition, it was not uncommon to see men sleeping with blankets in open foxholes.

By 15 April, the daily bowl of soup had a few more potatoes, and the swill the Germans referred to as coffee was served daily. Around this time Red Cross food also increased - from half to full parcels.

The most retched of the emaciated and diseased prisoners were now getting medical attention. They finally had soap, and were allowed to shower and shave. Some of the prisoners were getting year-old letters from home. Blankets, toiletries and clothing mysteriously appeared. Prisoners cheered more often when seeing Allied reconnaissance squadrons fly over. They often took an

extra pass over the camp to the sound of loud cheers.

Colonel Paul R. Goode became the Senior American Officer (SAO) in mid-April, upon the arrival of prisoners from OFLAG 64 (A German Army Prisoner Of War camp for Allied officers). In addition, Allied officers from Nurnberg arrived to Moosburg on 19 April.

When the news arrived, it was worth the wait. General George S. Patton's Third Army Division was taking every German village or German unit in its path with little resistance. Another rumor flew through the camp that the Americans were to be marched south as hostages in the surrender negotiations. A newly captured American major told those in the camp that arrangements were being made to take us home within the week. Those that had been prisoners for two, three or more years were crazy with hysteria. What if the major was merely an English speaking German ordered to mess with our minds. It had happened before. Then the Germans would organize the march south. Many of the men were frenzied and near hysterics at the possibility that Patton's Third Army would not get here in time.

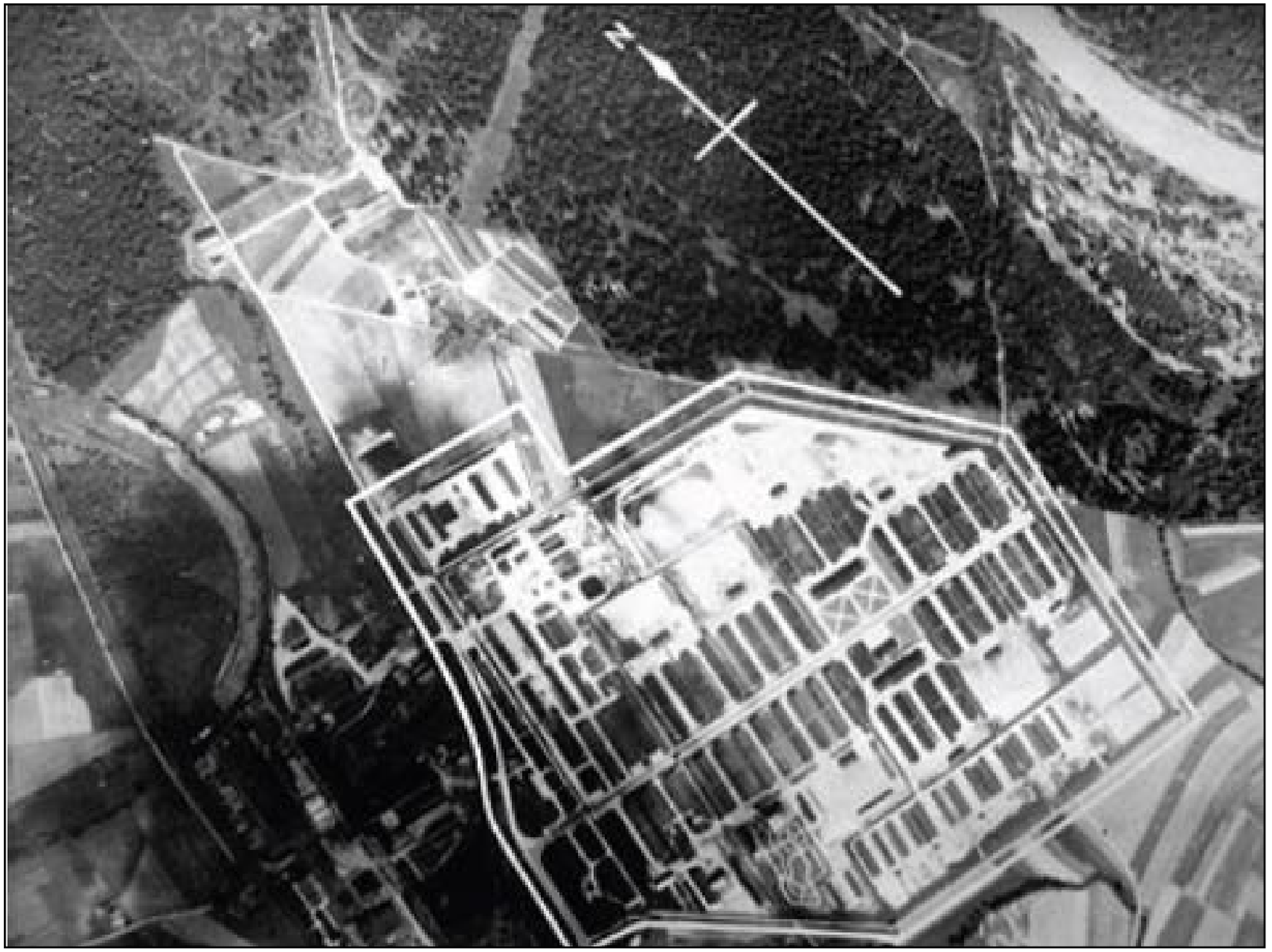
During the last 10 days in April it was though that all Allied prisoners would be left in camps, per an agreement between the German Government and

the Allies, and preparations were made accordingly. However, as the Allies were making ground advances towards the camp fear that the Germans would move PWs to a fort in Salzburg and hold them there as hostages were never absent from the prisoners' minds.

With the approach of U.S. forces on 13 April 1945, the American prisoners at XIII-D were marched to Stalag VII-A. While the majority reached VII-A on 20 April, many had dropped out on the way with the German guards making no attempt to stop them. Built to hold 14,000 PWs, Stalag VII-A now held 130,000 from evacuated stalags with 500 living in barracks built for 200. Some chose to live in tents while others slept in air raid slit trenches.

On 27 April, two Swiss representatives of the Protecting Power arrived at Moosburg, to attend and facilitate the transfer of the camp from German to American Authority.

It appeared that the unexpectedly rapid advance of the American forces in the region necessitated an immediate conference between the camp authorities - represented by Oberst Braune - and the local German Army Corps commandant, in order to propose the exclusion of fighting from the Moosburg region.



An aerial reconnaissance photo of Stalag VII-A and Moosburg

The proposal, made by Braune and the Swiss representatives, was accepted in view of Article 7 of the Geneva Convention. Appropriate instructions were given to the commander of the division in the sector in question, and the proposal was formulated for presentation to the advancing Americans. According to this proposal, an area of a few kilometers around Moosburg would have to be declared a neutral zone.

At dawn on 29 April, a car approached a U.S. Army roadblock on the southeast side of Mauren from the direction of Moosburg. The car was not fired on as it was seen to be flying a white flag. In the car were four men - a representative of the Swiss Red Cross, a major in the German SS, and the senior American and British officers from Stalag VII-A Colonel Paul S. Goode (U.S. Army), and Group Captain Willets (Royal Air Force).

Colonel Goode asked to speak with a senior Allied officer. They were promptly escorted to Lieutenant Colonel James W. Lann, the commanding officer of the U.S. Army's 47th Tank Battalion.

The SS major carried a written proposal from the area commander, which he was to present to the commanding officer of the American force.

After a brief discussion, Colonel Lann escorted the group to Puttenhausen to meet with General Karlstad.

After the introductions, the Red Cross representative and the SS major discussed the German proposal with General Karlstad. Colonel Goode and Group Captain Willets did not take part in the discussion, and for the most part, spent their time talking with various officers in the command post. At some point during the discussions, Colonel Goode left the room to get something to eat. Since it was actively engaged in combat operations, and far ahead of Division Trains, the combat command was on C-Rations. Learning that Colonel Goode was a prisoner of war, some the men, who had acquired a few fresh eggs for their personal use, cooked him a breakfast of fried eggs, bacon, and toast.

After a long discussion with the German spokesman, General Karlstad declared the proposal unfavorable and unacceptable. The German returned to his divisional headquarters and the Swiss then drove to camp with Goode and Willets.

Colonel Goode and Group Captain Willets had arrived back at the camp shortly before the initial Allied movement to liberate Stalag VII-A. They told their fellow prisoners that an armored unit was coming to free them, and while the German resistance was expected to be light, they should keep their heads down. The prisoners and guards watched as the SS took up defensive positions in the area. It was

not long before the sounds of battle came from the distance. The fight for Moosburg was underway.

Fire from the American tanks and infantry, aimed at the SS who were firing from behind the railroad embankment, came into the camp. Prisoners and guards alike hurriedly sought cover in ditches, under buildings, and behind brick walls. Adding to the commotion was the sound of the demolition charges exploding as the Germans destroyed the bridge across the Isar. As soon as it had started, it was over. The firing ceased except for the occasional sounds of small arms and machine gun fire from the direction of the bridge.

While the effort to capture the bridge was underway, General Karlstad went into Moosburg with the main body of his force. Meanwhile, large numbers of German prisoners were being rounded up by Colonel Lann's tank and infantry platoons, including one large group that stated it was the guard of the prison camp. General Karlstad and his staff questioned some of the German officers regarding the prison camp and selected a German captain to act as his guide for Stalag VII-A.

First Lieutenant Joseph P. Luby of the 68th Armored Infantry Battalion, Second Lieutenant William J. Hodges, and three Jeeps were guided by the German captain towards the camp. As this little

convoy, carrying one mounted .30 caliber machine-gun, approached the camp gate, the alarming sight of a large number of armed Germans in the outer yard of the great camp was noted, but Lieutenant Luby took exactly the right action. Without slackening his speed but with both hands on the business end of his machine-gun he rolled into the middle of the German formation, brought his peep to a sudden halt and called "Achtung." The German guard of 240 men was ordered to line up and to drop their weapons in front of them. The two young officers and three Jeep drivers went rapidly down the line receiving the pistol belts from officers and making a quick search of arms in the pockets of the guards.

Moments later, a battle-scarred medium tank joined them at the main gate. Still others, carrying infantrymen on their backs, took up positions outside the camp.

General Karlstad received an unconditional surrender of the German garrison and the camp. The first allied prisoners to present themselves were Group Captain Willets and Colonel Goode. In a few moments an enterprising American produced a United States Flag – from where, perhaps only he knew – and amid thunderous cheers from the prisoners,

ran it to the top of the camp flag pole. It was a dramatic moment.

The photographs on the following pages show Stalag VII-A after liberation.





Above: The surrender of Stalag VII-A taken with a clandestine camera by Captain John Bennett. Shown is camp representative Major Gustav Simoleit (left), Lieutenant Colonel James W. Lamm, commander of the 14th Armored Division (center), and Group Captain Willets, senior British officer (right).





Old Glory Flies Over Stalag VIIA



Courtesy USAF Academy Library Special Collections





Prisoners as they lived just before and shortly after liberation







Red Cross food parcels being distributed shorty after liberation



The Swiss Red Cross surrounded by former PWs at Stalag VII-A



Shown on one of the Sherman tanks which liberated Stalag VII-A is Lt. Col. A.P. Clark on the left side of the gun, and Lt. Col. Robert R. “Moose” Stillman on the other side of the gun. POW Dick Schrupp is the other soldier next to Stillman. (USAFA, SMS 329)





Freedom at last for Stalag VII-A Moosburg POWs (USAFA, SMS 329)



HAPPY LOT OF YANKS→

These jovial Yanks are part of the 29,284 prisoners released from Nazi prison camp at Moosburg, Germany, where 3d Army set record for liberating largest number on one occasion.

(Official Signal Corps radiofoto via Army Pictorial)



The Allied Command At Liberation



General Patton, Commander of the Third Army, visiting POWs at Moosburg a day after liberation (USAFA, SMS 329)



Francis J. Morrissey, kneeling in front of a corner of stacked Red Cross rations shortly after liberation from Stalag VII-A on 29 April 1945.



American POWs at Stalag VII-A Moosburg waiting to board C-47 transport airplanes on the first leg of their journey home (USAFA, SMS 329)























Previous Pages and Above: Additional POW and liberation related photographs from the estate of Francis J. Morrissey

Before V-E Day, the Allies interpreted a 'Standfast' Agreement with the German military authorities to mean that Recovered Allied Military Personnel (RAMPs) recovered in camps overrun were to remain in place under the command of their already appointed leaders. The reason for this policy was to allow the Western Allies enough time to prepare for an orderly evacuation. However, after Allied Forces entered German territory, it became known that as the enemy retreated they took their PWs with them, such as with Stalag Luft III, moving the camps and/or the inmates to areas between the Allies advancing from both east and west. Hence, there was no time to wait for a proper evacuation, furthermore because of the Soviet advance from the east, overrunning many of the camps, it became more and more difficult to retrieve and access the American Prisoners of War, causing additional hardships on the prisoners.

After V-E Day, the 'Standfast' Agreement was understood to mean evacuation from the forward area as soon as possible, designated to be arranged by air, via a program known as "CATOR" (Combined Air Transport Operations Room). The primary Staging Area for recovered and repatriated American Prisoners of War was RAMP Camp 1, located at Camp Lucky Strike, one of the many recognized Cigarette Camps. This

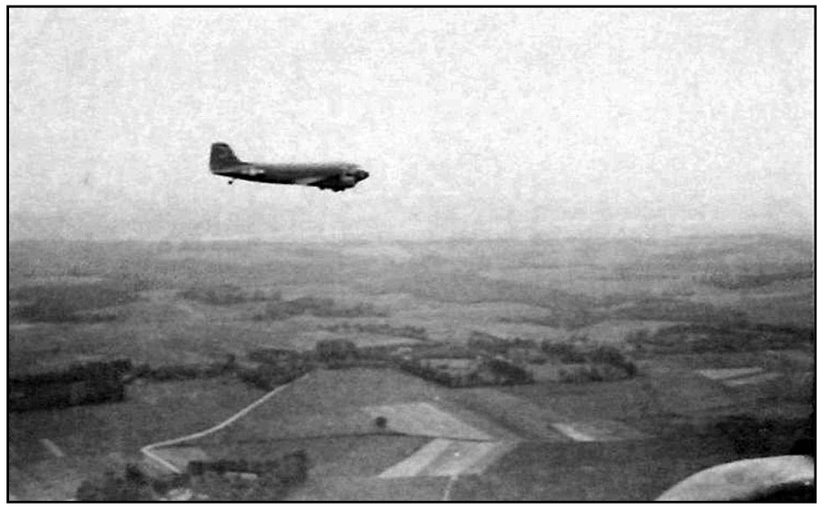
particular camp was near the Embarkation Port of Le Havre, France.

Camp Lucky Strike was selected as the installation that would have the greatest part of the work involved in the processing and evacuation of RAMPs because of its proximity to the port of Le Havre and because it had a capacity expandable to 70,000.

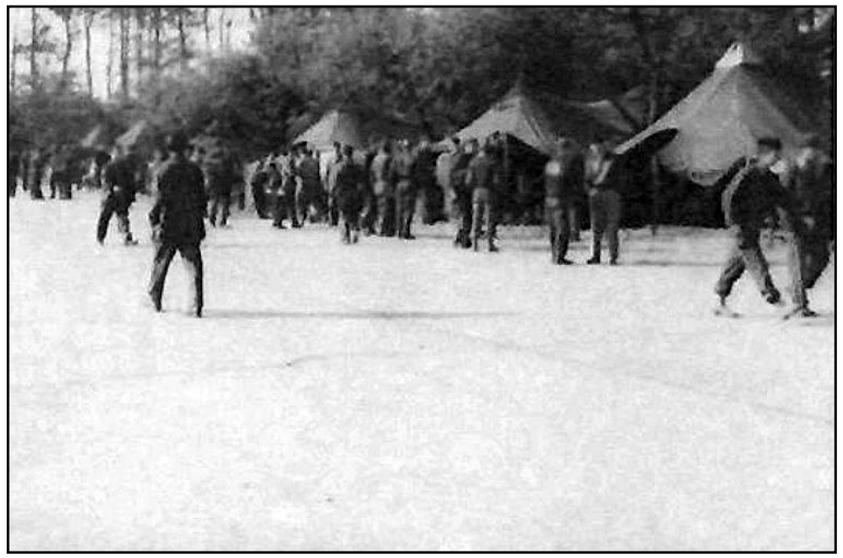
During March of 1945, large numbers of Americans RAMPs liberated by Soviet Forces and evacuated through Odessa, were shipped from Europe to the Zone of Interior, requiring opening of Camp Wings, another Cigarette Camp, and a nearby airstrip in the vicinity of Le Havre on 7 April 1945.

On 7 May 1945, the commander of the Supreme Headquarters Allied Expeditionary Force (SHAEF) decided that all American and British ex-Prisoners of War should be evacuated in the shortest possible time, regardless of any limiting circumstances. This change in policy greatly accelerated evacuation of liberated Prisoners through administrative channels, and from a daily rate of approximately 1,500 the number jumped to 30,000 by 9 May 1945.

By around 8 May 1945, former prisoners were being moved from Stalag VII-A and flown to Rheims, France, and from there to Camp Lucky Strike.



Former Stalag VII-A prisoners being flown to Le Havre, France on 9 May 1945



Soldiers at Camp Lucky Strike around 15 May 1945, waiting to go home

Around this time Camp Wings began to served as the air terminus for the men evacuated by air and also as a base camp for British RAMPs. Eventually, an additional airstrip was built at Camp Lucky Strike to relieve the load at Camp Wings.

Since Camp Lucky Strike had originally been intended as a Staging Area for incoming ground force personnel during hostilities, much had to be done to adapt it for its new purpose - for redeployment and/or return of troops stateside.

Camp Lucky Strike was divided into four blocks, with a total capacity of about 40,000 soldiers. Block D was set aside originally as the RAMP Camp and,

in a short time, was made an independent command. Block C was set up for the 306th General Hospital facility to take care of convalescent RAMPs. The former PWs were flown in from the forward areas to the airport at Le Havre, where a 2,000-bed tent setup was made available. All RAMPs were screened medically at the airport by Physicians of the 98th Medical Battalion and by the Dispensary Officers from Le Havre units. Those few who arrived by rail transport were sorted several hours out of Le Havre, and complete triage was effected before the train arrived at the station.

By 10 May 1945, Camp Lucky Strike had become very well organized. Reception into the RAMP Camp was in a designated area with a capacity of about 2,000 beds. The men were kept here for about one (1) day after which they were transferred to the processing areas for a minimum of from 1½ to two (2) days. The capacity of the latter was 4,000 beds. After processing, they proceeded to the "pending shipment" area for a minimum of one (1) day - in actual experience from 3½ to 10 days. Each of these designated areas had a different mess. The special bland ration was used by all three except that mess no. 1, in the reception area, eliminated dried fruits. In addition, there was a supplementary issue of one multi-vitamin capsule for each man at each meal. Between meals, a nutritional bar was available for all personnel. On 7

May 1945, this bar served 460 gallons of eggnog, 320 gallons of cocoa, 452 gallons of malted milk, and 128 gallons of tomato juice. The average serving was approximately 12 ounces. In addition, the RAMPs reaching the camp after the evening meal were served 160 gallons of dehydrated pea soup and 1,400 cheese sandwiches made with white bread.

Although no control was maintained at the nutrition bar for second helpings, the length of the line was a deterring factor. In the mess, effective control was exercised by characteristically colored and marked cards issued by the tent commander to the men in formation before each meal and surrendered as they passed through the gate to the mess. It was estimated that the average consumption was well over 5,000 calories per man/per day.

After the RAMPs went through the first two areas, they were sent, as stated previously, to the holding or "pending shipment" area. Here, the modified type A-ration was served. This holding area was no longer under the control of the RAMP Camp, having been returned to the control of the Lucky Strike Post.

By the middle of May the general health of the RAMPs had much improved. The sick call rate had dropped to an average of 60 to 75 patients per day in an area whose population varied from 1,500 to 2,800 men, as contrasted with the earlier

rate of 200 for a population of 2,000. The chief complaints at this time were boils, skin infections, cellulitis, and diarrhea; gastrointestinal symptoms now accounted for only 1.8% of the total.

On 13 May 1945, Frank sent a telegram to his parents via Western Union Sans Origine (71-137-31) stating, "All Well And Safe. Hope To See You Soon. All My Love= Francis J. Morrissey."

On the 23rd of May the Department Of War sent a telegram via Western Union to the Morrissey family stating, "The Secretary Of War Desires To Express His Pleasure That Your Son 2/LT Morrissey Francis J. Returned To Military Control= J A Ulio The Adjutant General."

On 19 May 1945, Movement Orders were generated from Headquarters, Normandy Base Section, Communication Zone, European Theater of Operations, for Frank to recuperate at his parent's home at 231 Troy Street in Dayton.

On the 23rd of May Frank left Le Havre, France for home with a pay advance of 4,000 French Francs, or $80.70. He traveled across the Atlantic Ocean on the troopship Monticello as part of a convoy of over 90 troopships and Liberty Ships.

The Monticello's official troop capacity was 556 officers and 6,334 enlisted passengers. On this voyage it carried 3,339 liberated prisoners, 409 wounded

and 1,453 First Army soldiers. It also had a crew of around 700.

The enlisted men were crammed into canvas bunks, four to a tier, in every available space from "A" deck to the bottom of the ship. With more than 1,500 officers on this trip, most captains and lieutenants slept in the same bunks as the enlisted. Even colonels were in cramped quarters - four shared a cabin.

On this voyage the ship could only provide two of three meals - breakfast and dinner - that it typically served on any given day. However, what it lost in number it made up in quantity and quality at each meal. It was the first time that many liberated prisoners enjoyed ice cream in a year or more.

After a port of call in Southampton, Hampshire, United Kingdom, the Monticello next arrived to fog and rain at Pier 16, Stapleton, Staten Island, New York City at around 2:00 p.m. on Sunday, 3 June 1945.

Two other troopships that arrived that day were the LeJeune, carrying 2,424 liberated Americans, 377 rotational troops and 701 wounded, and the Santa Margarita, docking at Pier 15 with 199 liberated prisoners.

The John B. Hood, one of the Liberty Ships built by the United States Government during the War, brought

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1945 MAY 13 PM 6 10

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

HA178 INTLW SANS ORIGINE (71-137-31) 13 414P

MRS JAMES S MORRISSEY=

231 TROY ST DAYTON OHIO=

1945 MAY 13 PM 4 53

DUPLICATE OF TELEGRAM TELEPHONED

ALL WELL AND SAFE. HOPE TO SEE YOU SOON

ALL MY LOVE=

FRANCIS J MORRISSEY

71-137-31.

No. HE2065 By VR At 642P To Self To WUHQ

SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

A. N. WILLIAMS
PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

HA49 21 GOVT=WUX WASHINGTON DC MAY 22 1035P

JAMES S MORRISSEY= 231 Troy St

332 ELVERNE AVE DATN=

D45 MAY 23 AM 4 53

MAY 23 AM 4 57

THE SECRETARY OF WAR DESIRES ME TO EXPRESS HIS PLEASURE THAT YOUR SON 2/LT MORRISSEY FRANCIS J RETURNED TO MILITARY CONTROL=

J A ULIO THE ADJUTANT GENERAL.

2/LT.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

A. N. WILLIAMS
PRESIDENT

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Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

HA61 40 GOVT=WUX WASHINGTON DC 3 838A

D45 JUN 3 AM 9 46

JAMES S MORRISSEY=

231 TROY ST DATN=

THE CHIEF OF STAFF OF THE ARMY DIRECTS ME TO INFORN YOU YOUR SON 2/LT MORRISSEY FRANCIS J IS BEING RETURNED TO UNITED STATES WITHIN THE NEAR FUTURE HE WILL BE GIVEN AN OPPORTUNITY TO COMMUNICATE WITH YOU UPON ARRIVAL=

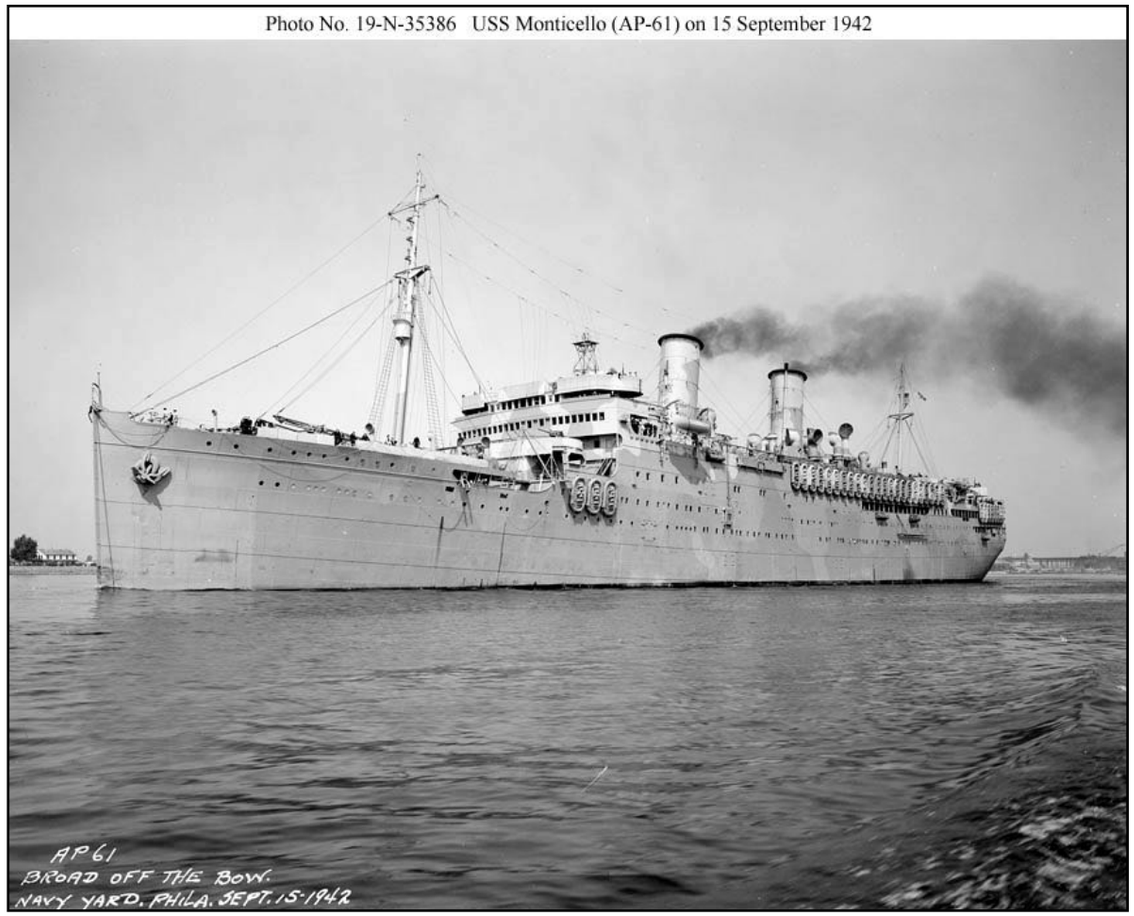
J A ULIO THE ADJUTANT GENERAL.

2/LT.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

home some 350 Americans that day. The Hood displayed a gaping 10-foot hole in its bow, the result of a collision involving 14 ships off Grand Banks, Newfoundland in Canada the Sunday before. The collision started when two vessels in the convoy, all traveling in dense fog, struck icebergs.

The Monticello was a confiscated Italian built ship the United States purchased from Brazil on 16 April 1942; one of the 2,711 ships used by the U.S. Government that had been built or acquired during World War Two. The ship decommissioned in Norfolk, Virginia on 22 March 1946, and returned to the War Shipping Administration for disposal on 27 May.



The Monticello was returned to the Italian government in June 1947, and renamed “Conte Grande”, and after being inactive for two years, resumed service as a passenger vessel in South America. She was scrapped in 1961.

A Woman's Army Corp band on a welcoming boat met the 9,000 or so veterans that arrived in New York on a those three troopships, and around 1,000 more that arrived on the four Liberty ships that day.

All the liberated prisoners were then taken from Staten Island to Camp Kilmer, New Jersey, the largest processing center for troops returning from Europe. Like one other Army Air Forces officer on the Monticello that confirmed upon arrival he had parents to soon visit in the Dayton area, Frank more than likely was released from Camp Atterbury, located about four miles from Edinburgh, Indiana.

Within two weeks of his arrival home Frank married Esther Pearl Phillips.

Frank met Esther by way of her older sister Mary Ellen Phillips. Mary Ellen had been friends with Frank's sister Mary Jane Morrissey since their late teens. Frank and Esther had met and became acquainted during the few months prior to his November 1942 reporting to Randolph Field in San Antonio to begin Pre-Flight School. They wrote each other continually - from the beginning of Pre-Flight School until his August 1943 graduation from Advanced Flight Training at Lubbock Army Air Field.

In early December 1943, Esther traveled from Dayton, Ohio to Herington, Kansas to see Frank for a day before his departure on the B-24H Liberator "Chiquita Mia" on or about 7 December 1943. This is where Frank proposed to Esther with a diamond ring in-hand.

During this visit Frank and his Navigator Harry Parr got the idea to take Esther and Parr's wife Betty aboard their B-24 the "Chiquita Mia" for a quick tour of the bomber before its flight the following day. Shortly after a kiss, superior officers on the ground yelled at Frank and Harry to, " ... get those ... civilians off that aircraft ..." Esther waited over a year and a half for Frank to come home.



An unidentified ship - perhaps the Monticello - arriving in view of the Statue Of Liberty, New York, New York on 3 June 1945 (USAFA, SMS 329)



Frank and Esther in front of his parents' home at 332 Elverne Avenue

Their wedding was held on 16 June 1945, at Sacred Heart Church in downtown Dayton, Ohio. William Mote served as best man; Frank's sister Mary Jane served as Esther's only attendant.



Immediately following the ceremony an informal reception and wedding breakfast was held at the Wishing Well Inn on West Franklin Street in Centerville, Ohio. Later in the day they left for a short trip to Chicago; Frank and Esther delayed their honeymoon for two months.







Above: Frank and Esther, with Mary Jane Morrissey and William Mote













Above: Esther with her mother Bessie Phillips, and Frank with his mother Mary Eva and father James Stephen Morrissey



Above: Frank and Esther, with Mary Jane Morrissey and William Mote standing outside the Wishing Well Inn, West Franklin Street in Centerville, Ohio on 16 June 1945.

In August of 1945, Frank reported to the Army Air Forces Redistribution Station No. 2 in Miami Beach, Florida. This was just one of a number of such Stations located throughout the United States used in part to process returning service members from theaters of operation. During their stay service members were usually examined by specially selected medical and classification officers whose joint findings were used in determining new assignments. Returnees lived at a redistribution station under conditions that encourage natural response to processing, a majority of their two-week stay being devoted to rest and recreation.



Above: A 1937 postcard illustration of the Whitman Hotel

Frank and Esther used this two week period for their honeymoon; they were billeted by the AAF at the Whitman By The Sea Hotel, which was located on an oceanfront property in Miami Beach.

After the end of the war Frank was assigned to the Engineering Division of the Air Technical Service Command (ATSC) and Accelerated Service Test Section, Flight Test Division at Wright Field, Ohio. In the latter assignment he served as a Functional Test Pilot until 12 July 1946.

As of 29 September 1945, Frank had accumulated 216 hours and 20 minutes (216:20) as a Co-pilot and 22:40 as a First Pilot.

From October 1945 through June 1946, Morrissey flew a variety of Army Air Forces aircraft: The North American AT-6, AT-6D and AT-6F Texan; Boeing B-17 and B-17G Flying Fortress; Consolidated B-24 Liberator; Beechcraft C-45 and C-45F Expeditor; Douglas C-47B Skytrain; Douglas C-54 and C-54B Skymaster; and Fairchild C-82 and C-82A Packet.



Above: Building 8, which housed the Operations and the Flight Test Division after its construction in 1943.

Frank's Commanding General at ATSC was Lieutenant General Nathan F. Twining. Interestingly, Frank had also served under Twining when the General commanded the 15th Air Force in Italy.

ATSC's Engineering Division was essentially a collection of laboratories – nine aeronautical laboratories and five electronics laboratories. The aeronautical laboratories were concerned with the development of airplane components and special categories of aeronautical equipment, including armament.

Frank went on terminal leave from 13 July through 15 October 1946 - his last official day on active duty. He was also promoted to First Lieutenant on 13 July.



Above: On Monday, 28 January 1946, Lieutenant Morrissey received the Air Medal from Lieutenant General Nathan F. Twining. The medal was presented in Twining's office at Wright Field. Frank received the Air Medal for his role in sustained operational activities against the enemy while assigned with the

Fifteenth AAF. Specifically, by participating in heavy bombing over Germany and the Balkans.

To the far left is Colonel Philip Schwartz, having just received a distinguished Service Medal (DSM), and Colonel Alva F. Spring, awarded the Legion Of Merit.

Schwartz was director of armament of the U.S. Strategic Air Forces in Europe from December 1944 to May 1945, handling bomb and ammunition requirements in the European Theater.

Spring was the Chief Of Manpower at ATSC, having authority over 260,000 military and civilian personnel responsible for the AAF's logistical mission during the War.

Below: An ATSC AAF "cost" display at Wright Field, during the hosting of a two-day Army Air Forces Fair the weekend of 13-14 October 1945. The fair was so popular that base officials extended it until Sunday, 21 October. More than one million people from 26 foreign countries observed displays of Army Air Forces operational and experimental aircraft.



The end of the war in September 1945 brought demobilization and a return to pre-war operations. Procurement moved to the back seat and Wright Field's operations returned to research and development, with the work focus shifted from propeller-driven aircraft to jet propulsion.

Wright Field also moved away from developing, modifying and improving individual items in favor of a coordinated approach that emphasized new systems and models.

In late 1945 the Air Documents Research Center moved to Wright Field from London. Working under T-2 Intelligence, a 500-member team catalogued, abstracted, indexed, and organized 55,000 captured German documents representing Germany's best aeronautical research and development. German aircraft and engines were shipped to Wright Field for analysis. Projects OVERCAST and PAPERCLIP also brought prominent German scientists to the field where they contributed their knowledge to American aeronautical engineering.

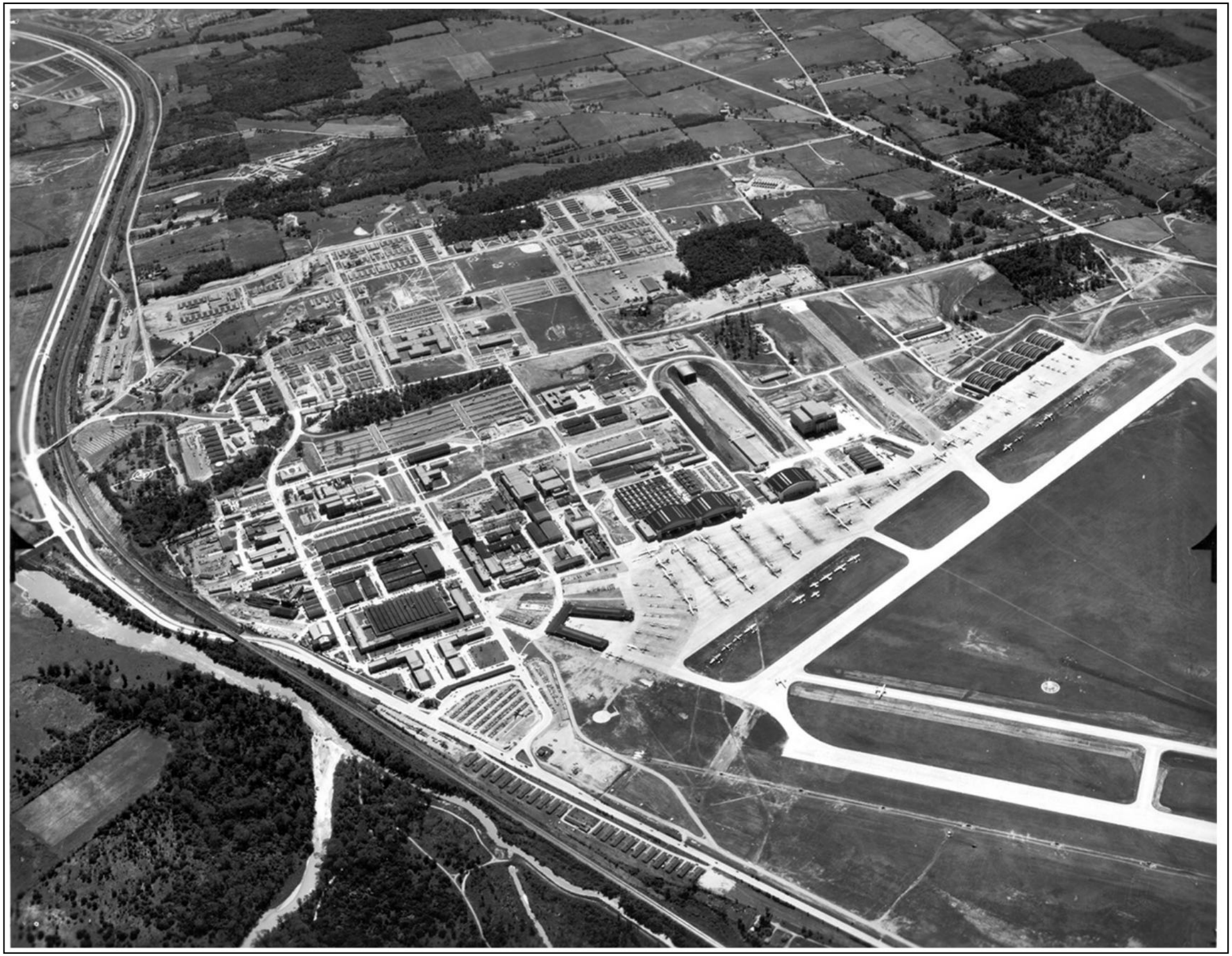
Next Pages:

Morrissey's Air Medal and accompanying ribbons as they look in 2020

An aerial view of Wright Field in 1945

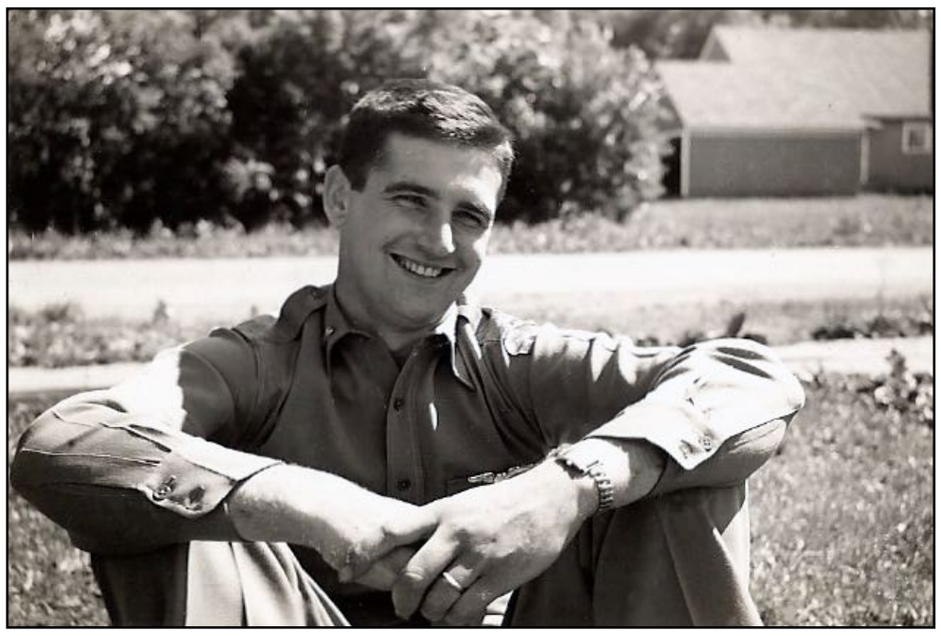



F.J. MORRISSEY
1ST.LT. A.C.





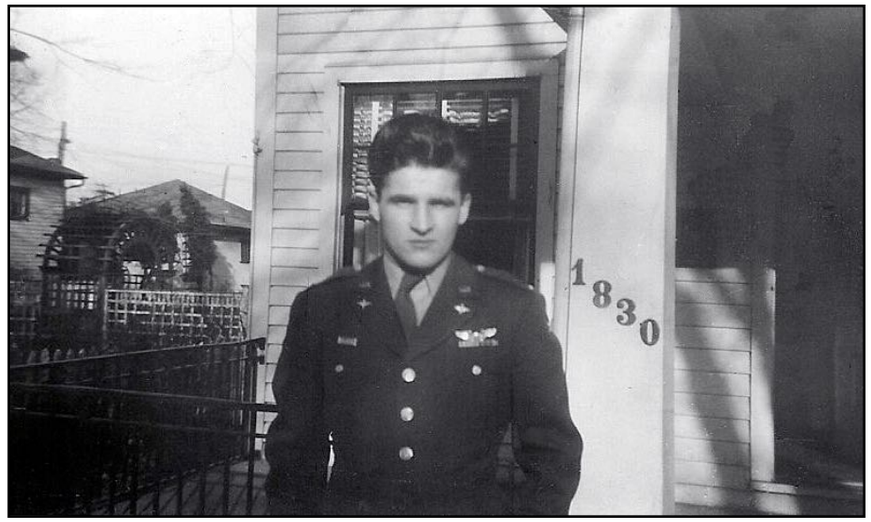
Above: Frank with Esther's sisters Mabel and Ruthmae, and Carl at a Phillips' family gathering on 28 June 1948

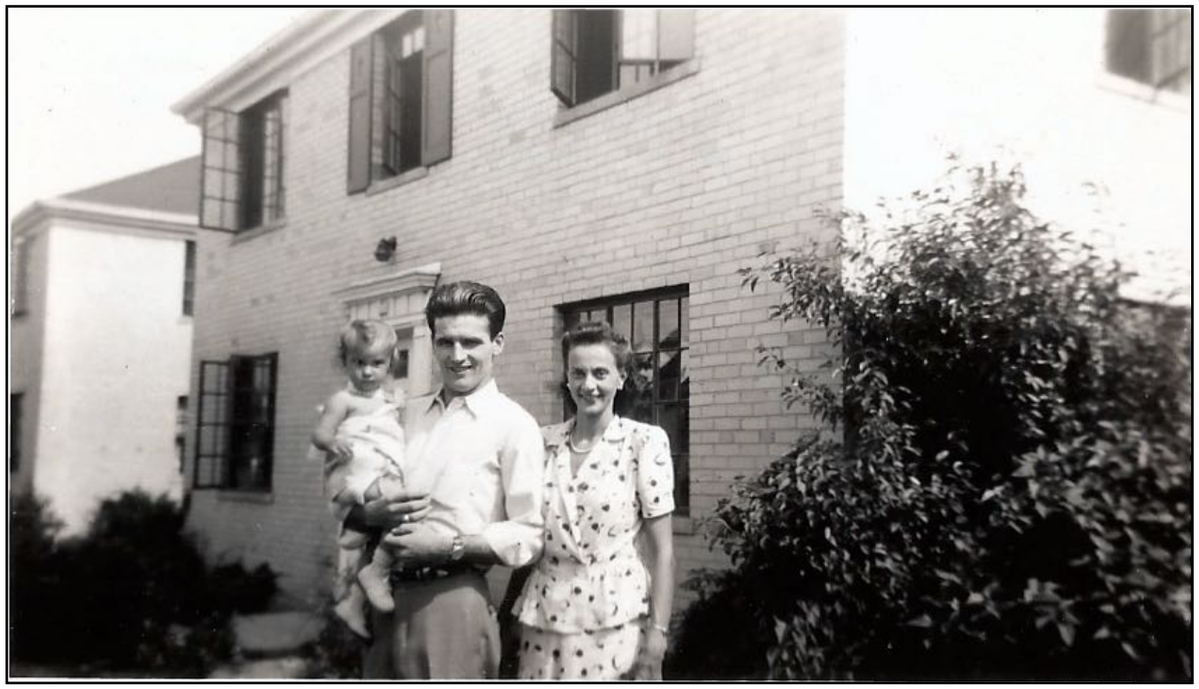






The family at 1830 Ravenwood Avenue in Dayton, Ohio just after the War





Above: The Morrissey's near their home at 526 Wiltshire Boulevard in Kettering, with their first-born, Merrill (the author's mother)

After release from active duty Frank transferred to the Air Force Reserve. From 16 October 1946, to 4 November 1952, Frank remained in the inactive Reserve, assigned to the First Air Force at Mitchel Air Force Base, located near Long Island, New York.

In November of 1952 he joined an Air Force Reserve unit - the 356th Troop Carrier Squadron of the 302d Troop Carrier Group, or Wing (M). The 302d, also known as "The Buckeye Wing", was activated at Clinton County Air Force Base (CCAFB) near Wilmington, Ohio on 14 June 1952, as part of the First Air Force. Frank was granted "Flying Status" once again on 5 December of the same year.

Frank served in a number of Reserve units until the end of 1966 - the 355th and 356th Troop Carrier Squadrons of the 302d, as well as the 2252d Air Reserve Flying Center - all located at Clinton County Air Force Base.





As of August 1955, the 302d was Ohio's only flying Air Force Reserve unit, with over 800 members.

Frank was promoted to Captain on 22 December 1954. On 1 February 1956, Frank was granted a "Secret" security clearance.

From 18 August to 2 September 1955, the 356th and 2252d provided humanitarian relief during Hurricane Diane. Hurricane Diane struck North Carolina on 17 August, bringing torrential rain to Pennsylvania, New Jersey, New York, Massachusetts, Connecticut, and Rhode Island. President Eisenhower declared all six states disaster areas and ordered federal relief, as swollen rivers engulfed

Donated by Col. Cecil ; 8-23-55

'Airlift Brings 150 Tons Of Lime, Ending Shortage

The shortage of chlorinated lime was eliminated dramatically Monday with an 18-plane airlift bringing in 150 tons of the disinfectant.

Through the state and national Civil Defense administrations the lime was ordered from Harrisburg, Pa.

Transported To Bradley

At 8:30 Sunday evening the 302nd Troop Carrier Wing from Wilmington, Ohio was alerted to transport the lime to Bradley Field.

The first plane left Harrisburg at 3:30 a.m. and arrived at Bradley at 4:45 a.m. with the first 10,000 pound load.

A total of 18 planes took part in the airlift each one making two round trips with an hour's layover at each end to refuel and check the plane.

By flying and unloading continuously Lt. Col. R. E. McDonald of Lakewood, Ohio, project officer for the airlift stated the job would be completed by 11 p.m. Monday.

The lime was unloaded by 36 prisoners from the Enfield Prison Farm and trucked from Bradley to the Rocky Hill Veteran's Home by seven Wooster Express Co. trailers.

At that point the State Health Dept. took over and supervised the distribution. According to the Health Dept. the 150 tons of lime will be stored at the Veteran's Home and will be distributed according to requests from official agencies such as local directors of health and Civil Defense.

Already Winsted has asked for and received two tons from the first shipment, and other requests are being processed.

Priority will be given to those areas needing the lime for the disinfection of dwellings contaminated by the flood. The Health Dept. also reported that some will be used to disinfect wells in areas short of water.

The stars in this dramatic airlift are the 100 members of the Ohio air wing who are a reserve unit currently undergoing their two-week summer training.

communities along their banks on 18 and 19 August.

At the request of the First Army, the 2252d and the 302d airlifted 182 tons of

chlorinated lime for sanitation from Harrisburg, Pennsylvania, to Bradley Field, Connecticut, aboard C–46 aircraft between 21 and 23 August. By 2 September floodwaters had receded and Air Force emergency missions ended. Hurricane Diane left 250 people dead and caused $150 million in damage.

In 1956 the 302d distinguished itself by winning top honors in the first Continental Air Command (CONAC) Computed Air Release Point - "CARP" - Rodeo, in competition with other airlift wings.

The 302d transitioned from the C-46 “Commando” into the C-119 "Flying Boxcar" aircraft in early 1957.

In 1958 it became the first Air Force Reserve Troop Carrier Wing to fly a mission in the Arctic.

Just in the short period between 1 July 1965 and 31 March 1966, the Wing completed 5,742 flying hours while accomplishing 953 missions.



DAYTON DAILY NEWS
Women's Pages
Radio-Television
WEDNESDAY, AUGUST 24, 1955

ON TO CAMP

Clinton AFB Pilots Back From Airlift

Special to The News

WILMINGTON, Aug. 24.—Weary pilots from the Clinton County Air Force base here stood inspection, refueled their planes and took off for Camp Campbell, Ky., yesterday evening, scheduled to participate in paratroop drops there today and tomorrow.

For the last three days these men, from the Buckeye Wing of the Air Force reserve, had been participating in an emergency airlift aiding the flooded areas of New England.

Their mission was to airlift 150 tons of chlorinated lime from Harrisburg, Pa., to Hartford, Conn., where it would be used to purify drinking water and combat the outbreak of typhoid fever.

The wing was alerted to perform the airlift late Sunday evening, operations in charge of Lt. Col. James J. Magill of Dayton. His operations officer, Capt. Frank J. Morrissey, also of Dayton, set up headquarters from the flight operations room of the 112th Fighter-Intercepter Wing, of the Pennsylvania Air National Guard.

AT 3:15 A. M. Monday, the first aircraft left Harrisburg and the round - the - clock operations had started.

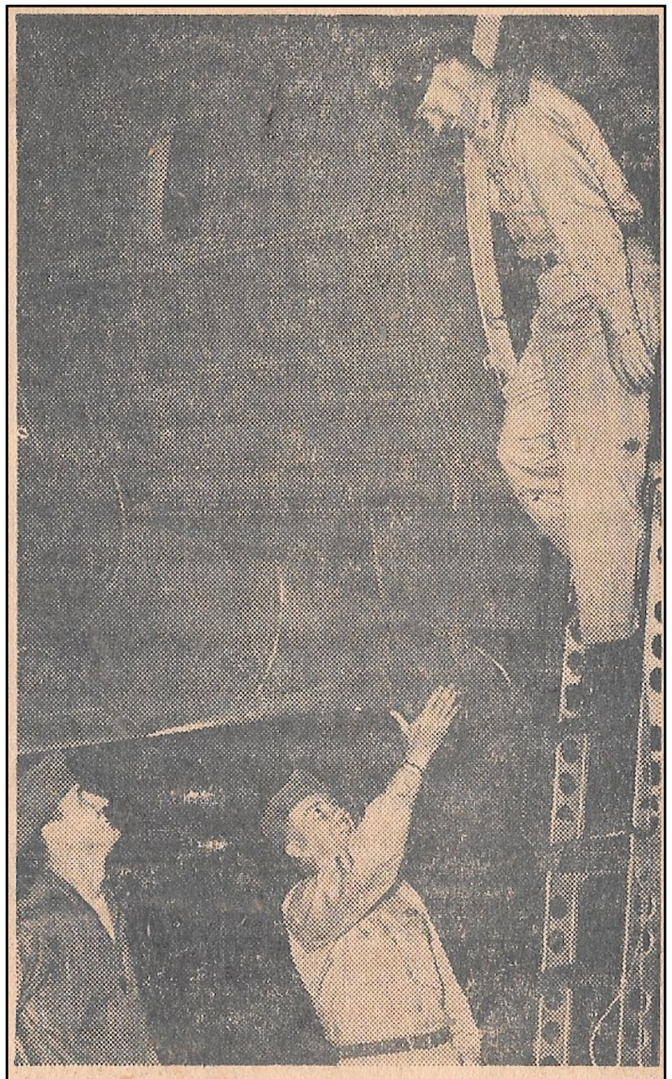
A continuous stream of aircraft shuttled back and forth between Harrisburg and Hartford all day until thundershowers temporarily halted operations that evening.

The 38th and final aircraft completed the operation late yesterday afternoon.

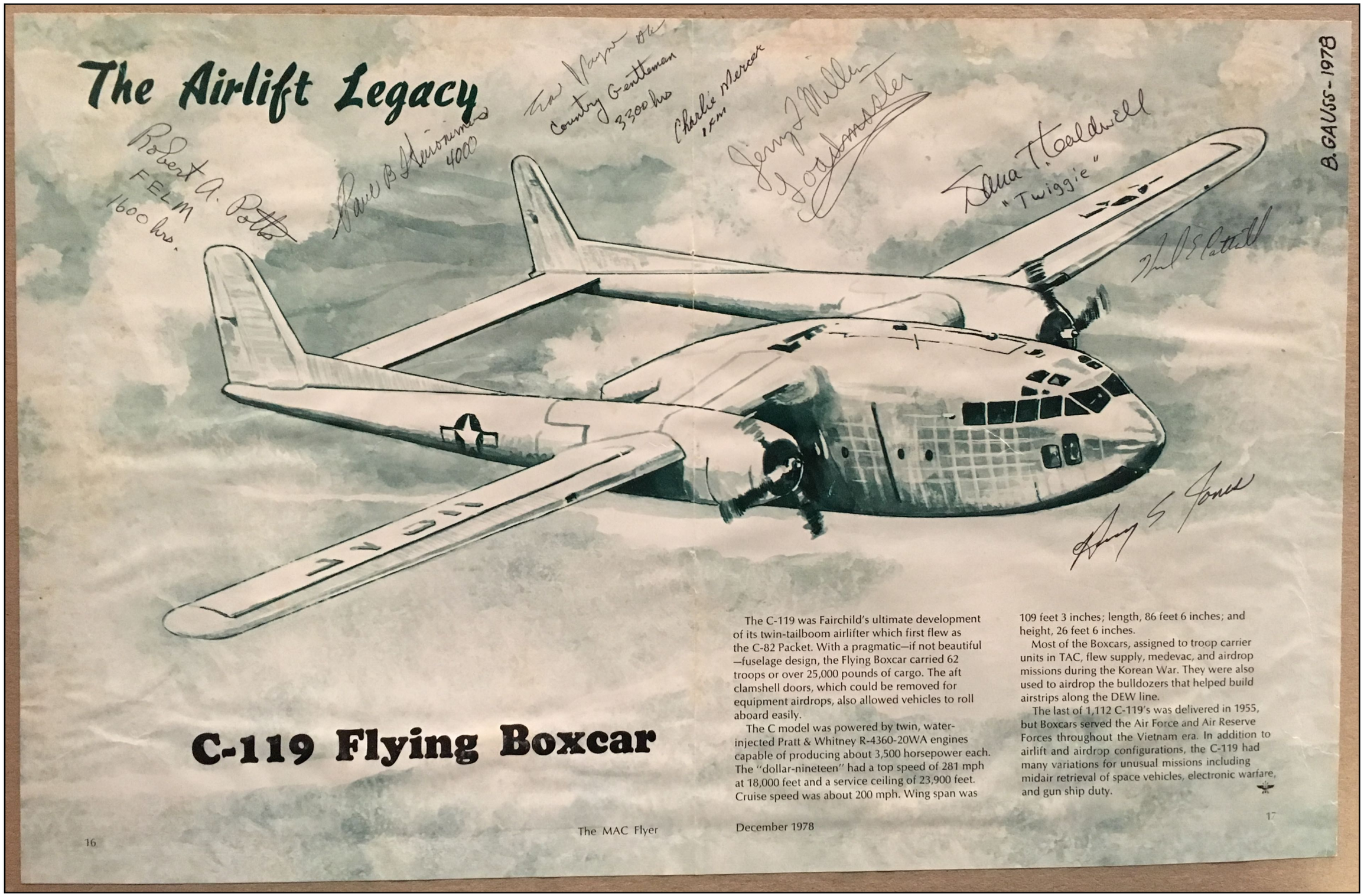
Then they returned here, before moving on to Kentucky.

Col. Donald J. Campbell, Cincinnati, commander of the Buckeye Wing, commenting on the airlift operation, stated, "I am mighty proud of my men. This whole operation came as a complete surprise to all of us, but everyone pitched in and did his job splendidly. It proved to us that the training we are receiving as members of the Buckeye Wing is invaluable. I was honored that we were called upon to perform this mission."

The Buckeye Wing is currently in the middle of its second week of summer encampment training. The day before the airlift it celebrated its third anniversary as a unit.



CAPT. R. MILLER CONGRATULATED
Col. Magill, Capt. Morrissey Greet Him



C-119 Flying Boxcar

The C-119 was Fairchild's ultimate development of its twin-tailboom airlifter which first flew as the C-82 Packet. With a pragmatic—if not beautiful—fuselage design, the Flying Boxcar carried 62 troops or over 25,000 pounds of cargo. The aft clamshell doors, which could be removed for equipment airdrops, also allowed vehicles to roll aboard easily.

The C model was powered by twin, water-injected Pratt & Whitney R-4360-20WA engines capable of producing about 3,500 horsepower each. The "dollar-nineteen" had a top speed of 281 mph at 18,000 feet and a service ceiling of 23,900 feet. Cruise speed was about 200 mph. Wing span was 109 feet 3 inches; length, 86 feet 6 inches; and height, 26 feet 6 inches.

Most of the Boxcars, assigned to troop carrier units in TAC, flew supply, medevac, and airdrop missions during the Korean War. They were also used to airdrop the bulldozers that helped build airstrips along the DEW line.

The last of 1,112 C-119's was delivered in 1955, but Boxcars served the Air Force and Air Reserve Forces throughout the Vietnam era. In addition to airlift and airdrop configurations, the C-119 had many variations for unusual missions including midair retrieval of space vehicles, electronic warfare, and gun ship duty.

The following story was is from the Hamilton (Ohio) Daily Journal on Monday, 18 August 1958. Photos specific to the story follow.

Airborne Units in Mock Attack

Wilmington, Ohio (AP) – The "Screaming Eagles" landed with little difficulty Sunday and quickly mastered their problem.

This was a mock paratroop attack staged by a highly trained company of the Eagles – members of the 101st Airborne Division – at Clinton County Air Force Base.

After the drop, they moved into attack positions and secured the base radio shack – the object of their problem.

This was also a mission of the 302d Troop Carrier Wing, a reserve unit which flew the men to the target from their Fort Campbell, Ky. Station.

The assault was watched by 5,000 spectators – mostly members or families of members of the 101st Airborne Division Association, which had its annual convention in Cincinnati over the weekend.

The division commander, Maj. Gen. W.C. Westmoreland said the paratroopers "did a bang up job on a difficult drop mission."

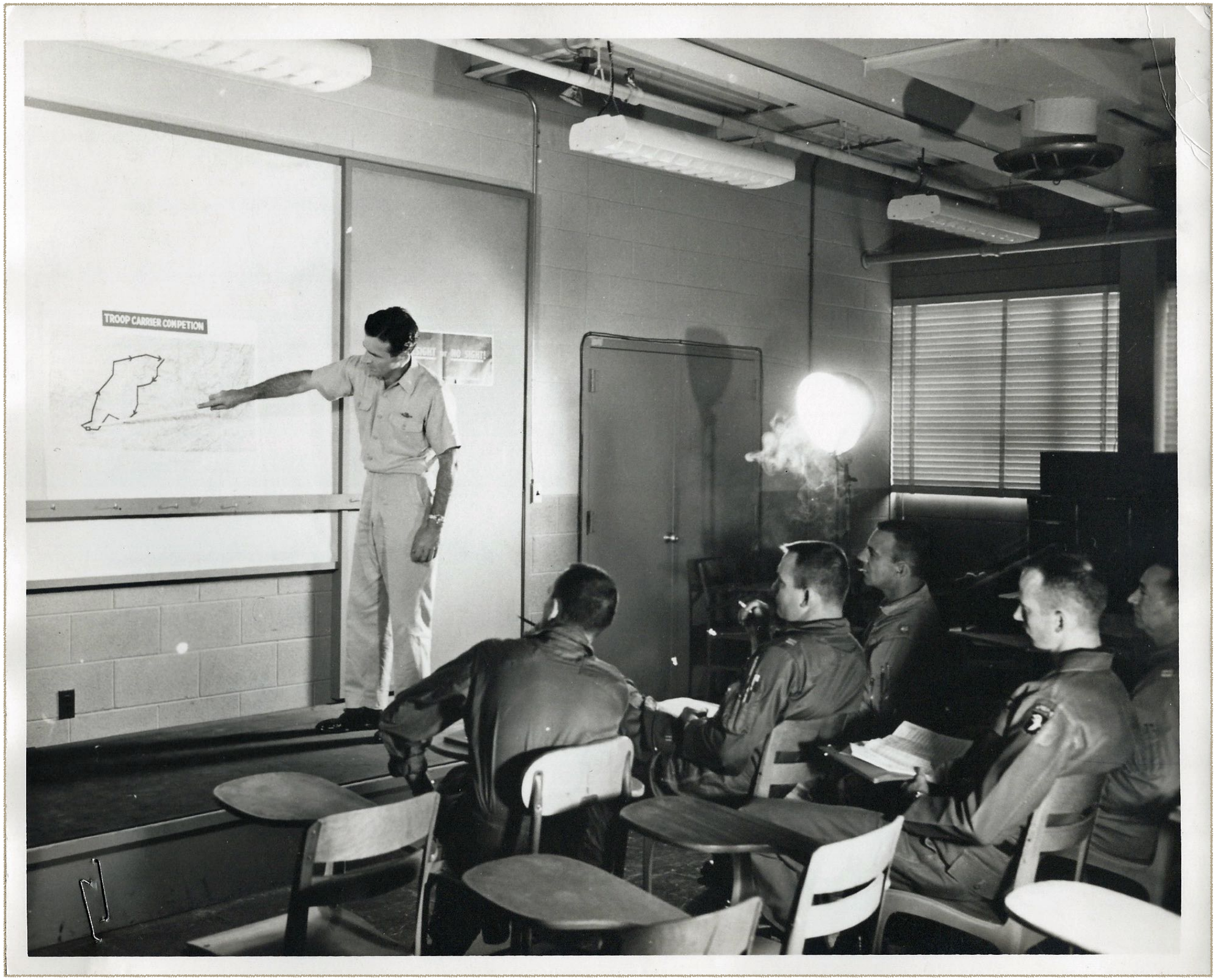
Twelve planes took part in the operation, making two passes over the target to drop 125 men and their equipment each time.

Only two men suffered injuries – neither seriously.



"HERE'S WHERE YOUR PARACHUTE FAILS TO OPEN, LT."


TROOP CARRIER COMPETION


TROOP CARRIER COMPETION

Previous Pages: Captain Morrissey briefing officers of the 302d Troop Carrier Wing and the 101st Airborne Division's 1st Airborne Battle Group, 501st Infantry, on their 17 August 1958, mission. Notice the cigarette smoke in the last photo.





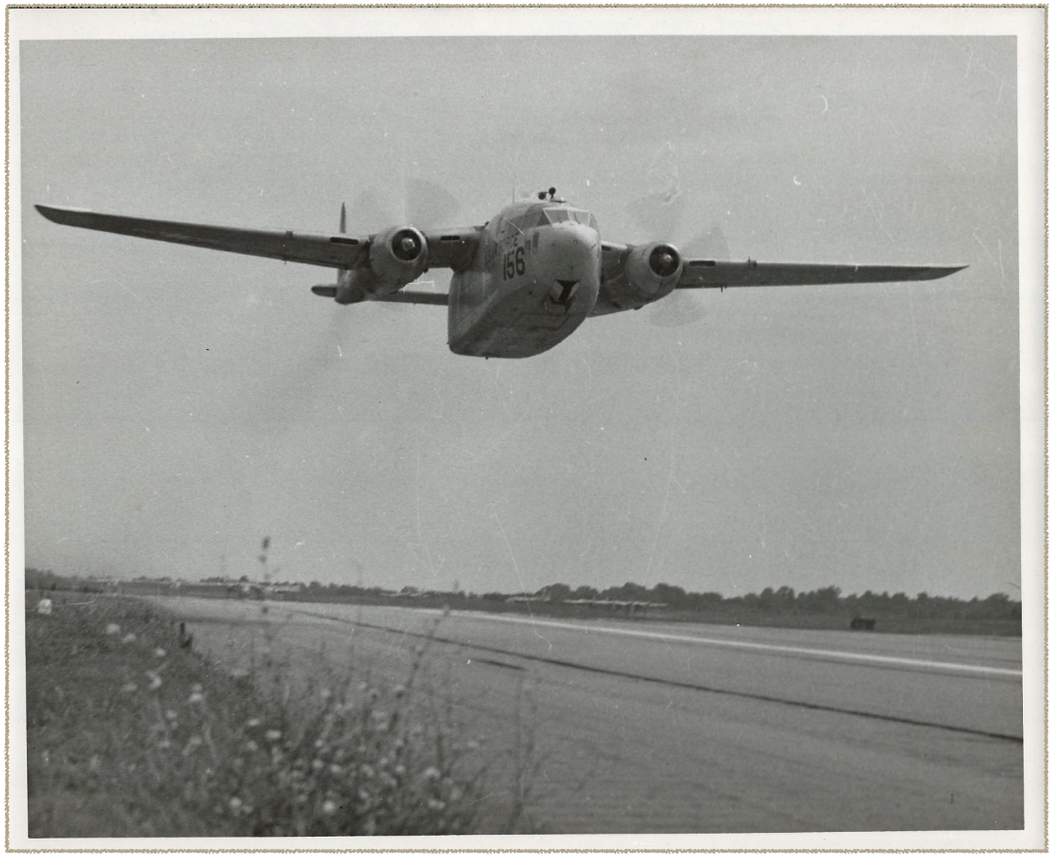
Above: Members of the 101st Airborne Division's 1st Airborne Battle Group conduct an equipment check before loading on to a C-119C "Flying Boxcar."



Above: An 101st Airborne soldier climbs into a C-119C “Flying Boxcar.”







Above: A C-119C “Flying Boxcar” takes off from Fort Campbell, Kentucky, en route to Clinton County Air Force Base, Ohio on 17 August 1958

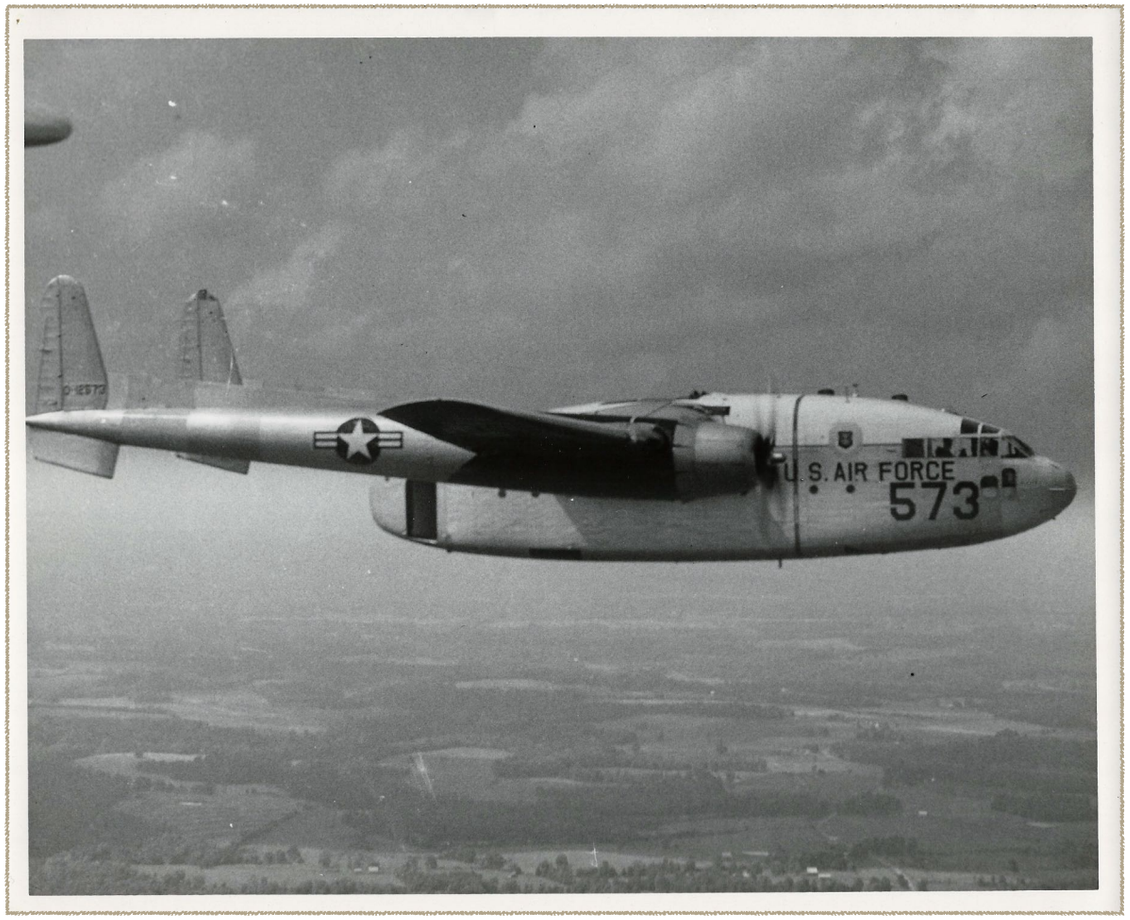
Previous Page Right: U.S. Army parachute riggers and Air Force personnel prepare equipment for an airdrop

Next Page: Paratroopers from the 101st Airborne Division’s 1st Airborne Battle Group, 501st Infantry preparing for a jump from a C-119C “Flying Boxcar.” Notice the cigarette smoking soldiers waiting to make their jump.



Above: An aerial view of the Base





A C-119C “Flying Boxcar” flying from Fort Campbell, Kentucky to Clinton County Air Force Base, Ohio



A C-119C “Flying Boxcar” dropping troops while flying from Fort Campbell, Kentucky to Clinton County Air Force Base, Ohio



Paratroopers and equipment from the 101st Airborne Division's 1st Airborne Battle Group, 501st Infantry drop over Clinton County Air Force Base, Ohio, on 17 August 1958







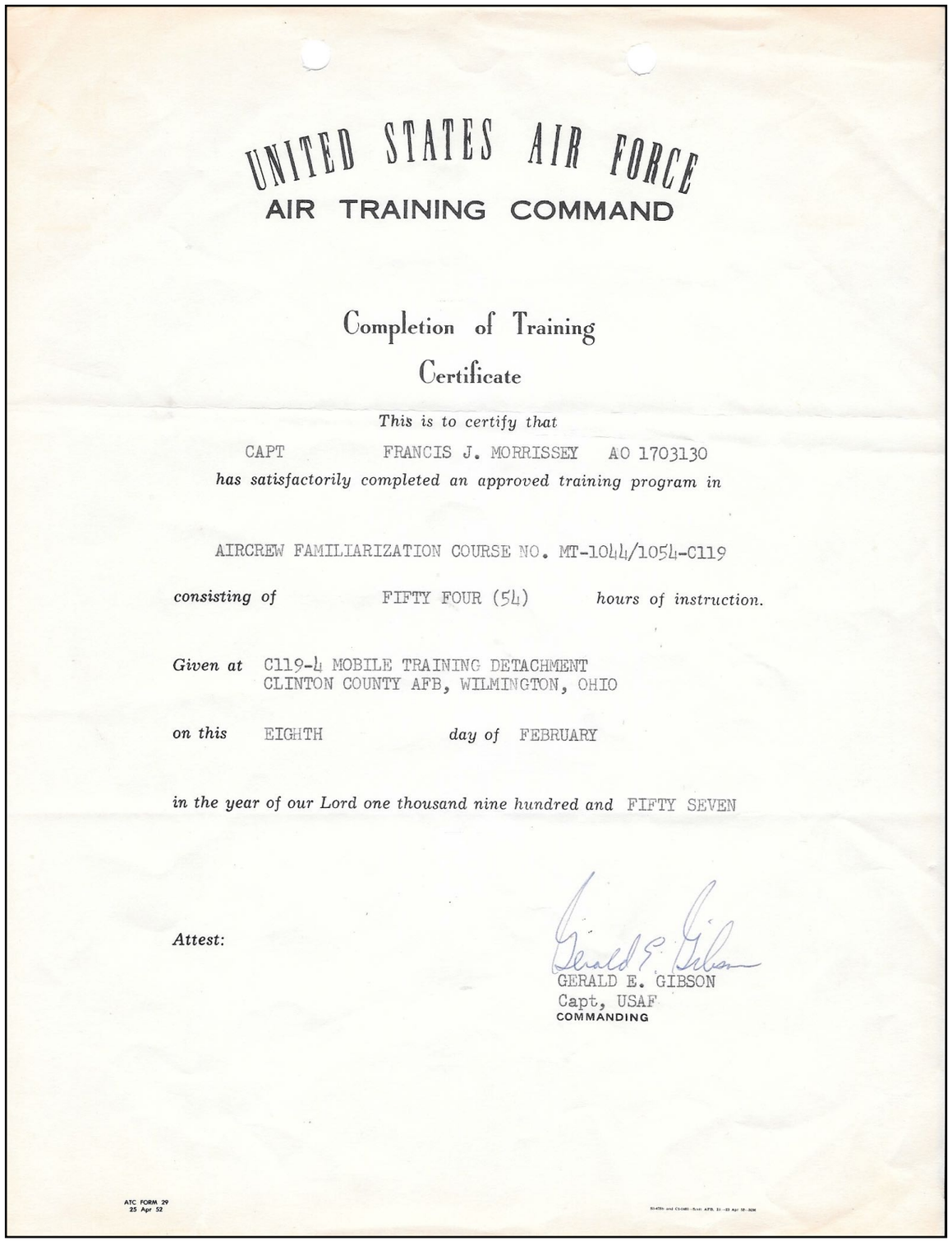
An undated photo including Frank and other Air Force Reserve and civilian members of the 302d Troop Carrier Wing, Clinton County Air Force Base



Major Morrissey is standing in the rear row under the 302d Troop Carrier Wing Headquarters doorway in this early 1960s photograph

Frank completed a number of military schools while assigned to the 302d. On 8 February 1957, Captain Morrissey graduated from the Aircrew Familiarization Course for the C-119, with 54 hours of instruction on site at Clinton County Air Force Base.

In early November of 1958 the 302d Troop Carrier Wing participated in "Operation White Cloud," one of the largest peacetime operation held to-date between the Air Force and Army involving Reservists. White Cloud's primary purpose was to provide on-ground tactical training to dropped paratroop soldiers.



UNITED STATES AIR FORCE
AIR TRAINING COMMAND

Completion of Training
Certificate

This is to certify that

CAPT FRANCIS J. MORRISSEY AO 1703130

has satisfactorily completed an approved training program in

AIRCREW FAMILIARIZATION COURSE NO. MT-1044/1054-C119

consisting of FIFTY FOUR (54) *hours of instruction.*

Given at C119-L MOBILE TRAINING DETACHMENT
CLINTON COUNTY AFB, WILMINGTON, OHIO

on this EIGHTH *day of* FEBRUARY

in the year of our Lord one thousand nine hundred and FIFTY SEVEN

Attest:

Gerald E. Gibson
GERALD E. GIBSON
Capt, USAF
COMMANDING

ATC FORM 29
25 Apr 52

Morrissey was one of number of 302d C-119 pilots that flew in four hour rotations with one of 66 Reserve crews, alongside 95 Regular Air Force crews stationed throughout the United States. Along with the C-119 Boxcar, the training exercise also involved use of Air Force C-130 Hercules and C-123 Provider transport aircraft.

A total of 17,700 military personnel took part in Operation White Cloud, positioned in and around Fort Bragg, North Carolina; Donaldson Air Force Base; South Carolina, and airstrips located throughout the region. By the mid-1950s, Donaldson Air Force Base had become another installation that

regularly supported Air Force Reserve troop carrier joint operations training.

By the 7th of November almost 5,000 101st Airborne Division troops had jumped and more tonnage of equipment dropped than any other time since the end of WWII - with the exception of the Berlin Airlift.

302d Troop Carrier Wing Commander Colonel Donald J. Campbell was the Air Division provisional commander for the operation - in charge of all participating Reservists. The provisional Air Division was set up to take care of command issues under Tactical Air Command's 839th Division. This was Campbell's first command of this size, previously only responsible for the 302d, during normal operations and smaller exercises such as "Pine Cone," Hayride" and "16 Tons."

On 24 December 1958, Frank was rated as a Senior Pilot; and then a Command Pilot on 22 April 1963.

Frank became an Air Force Reserve Technician (ART) with the unit in September 1957 and on 3 February 1959, designated the civilian position of Instructor Pilot.

Air Force Reserve Technicians were Department of Defense civilians that were responsible for the day to day operation of Reserve units. These positions required satisfactory participation as a Reservist.

UNIVERSITY OF SOUTHERN CALIFORNIA
AVIATION AND MISSILE SAFETY DIVISION

Flying Safety Officer Course #62-4 28 March - 8 June 1962

1st Row: Left to Right

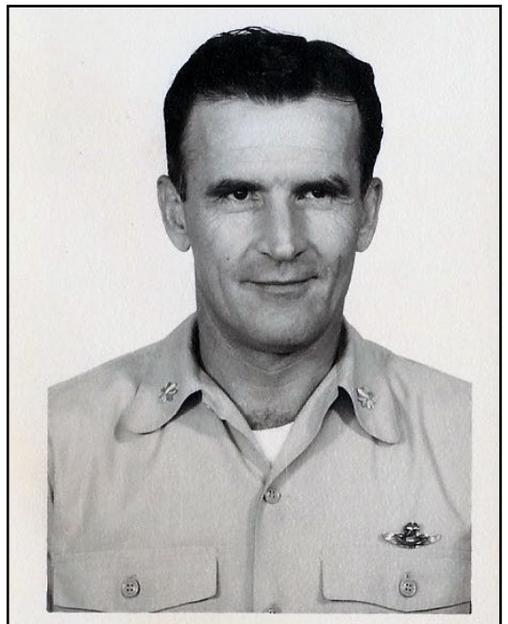
Capt. David K. Barnell	Ellington AFB, Texas
Capt. John C. McKibben	Youngstown Municipal Airport, Ohio
Maj. John W. Gallagher	Lincoln Air Force Base, Nebraska
Maj. Joseph F. Passantino	Geiger Air Force Base, Spokane, Wash.
Maj. Lionel G. Leonard	George Air Force Base, California
Capt. Ralph C. Jensen	Truax Field, Madison, Wisc.
Capt. Donald H. Flesland	N. Dakota Air National Guard, Fargo, N. D.
Capt. James J. Fetzer	Richards-Gebaur Air Force Base, Mo.
Capt. Melvin G. Yen	Hickam Air Force Base, Hawaii

2nd Row: Left to Right

Capt/ Robert E. Gregory	Ent Air Force Base, Colorado
Capt. Jerry L. McQuitty	Langley Air Force Base, Virginia
Lt.Col.Clair S. Hazell	Willow Grove NAS, Pa.
Capt. Robert C. Kraus	Ellsworth Air Force Base, S. Dak
Capt. Joseph E. Wierzbicki	Davis Monthan Air Force Base, Ar
Capt. Melvin G. Sisk	Arizona ANG, Tucson, Arizona
Capt. Samuel G. Ellsworth	McChord Air Force Base, Washingt
Maj. Robert L. Southwell	Florida ANG, Jacksonville, Flori
Capt/ Oscar Knox Gary	Charleston Air Force Base, S. C.

3rd Row: Left to Right

Capt. Henry R. Roethle	Glasgow Air Force Base, Montana
Capt. Gordon R. Links	Kelly Air Force Base, Texas
Maj. Francis J. Morrissey	Clinton County Air Force Base, O
Capt. Robert D. Goodman	Kelly Air Force Base, Texas
Lt.Col. Robert L. Oelker	Homestead Air Force Base, Florid
Capt. James R. McCarthy	Dow Air Force Base, Bangor, Main
Capt. Delbert J. Haselhorst	K. I. Sawyer Air Force Base, Mic
Capt. Robert G. Young	Langley Air Force Base, Virginia
Capt. Gerald A. Kutz	Amarillo Air Force Base, Texas



Major F J Morrissey

UNIVERSITY OF SOUTHERN CALIFORNIA

University College

This certifies that

Major Francis J. Morrissey

has satisfactorily completed the United States Air Force

FLYING SAFETY OFFICER COURSE

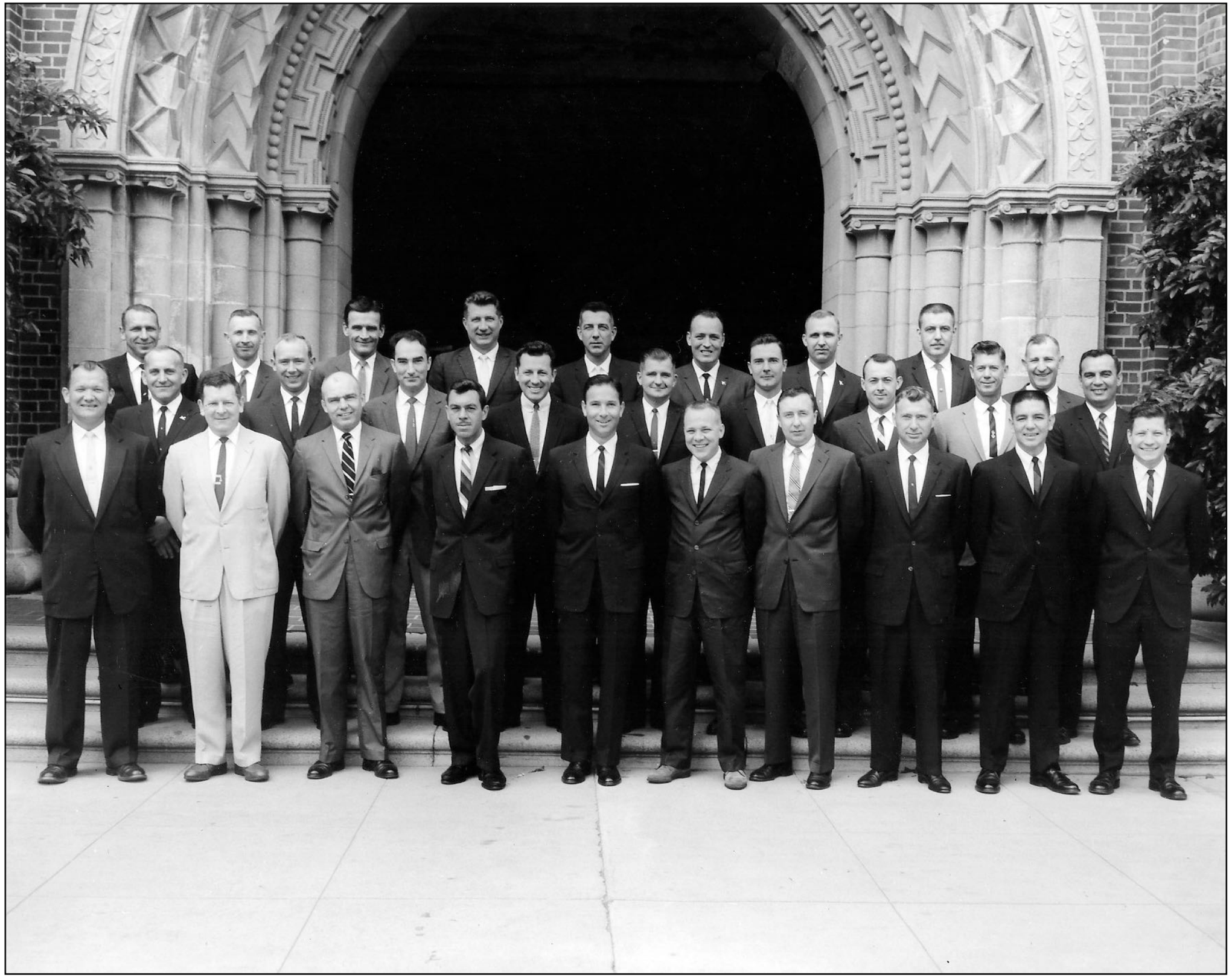
and in testimony whereof, we do confer this certificate

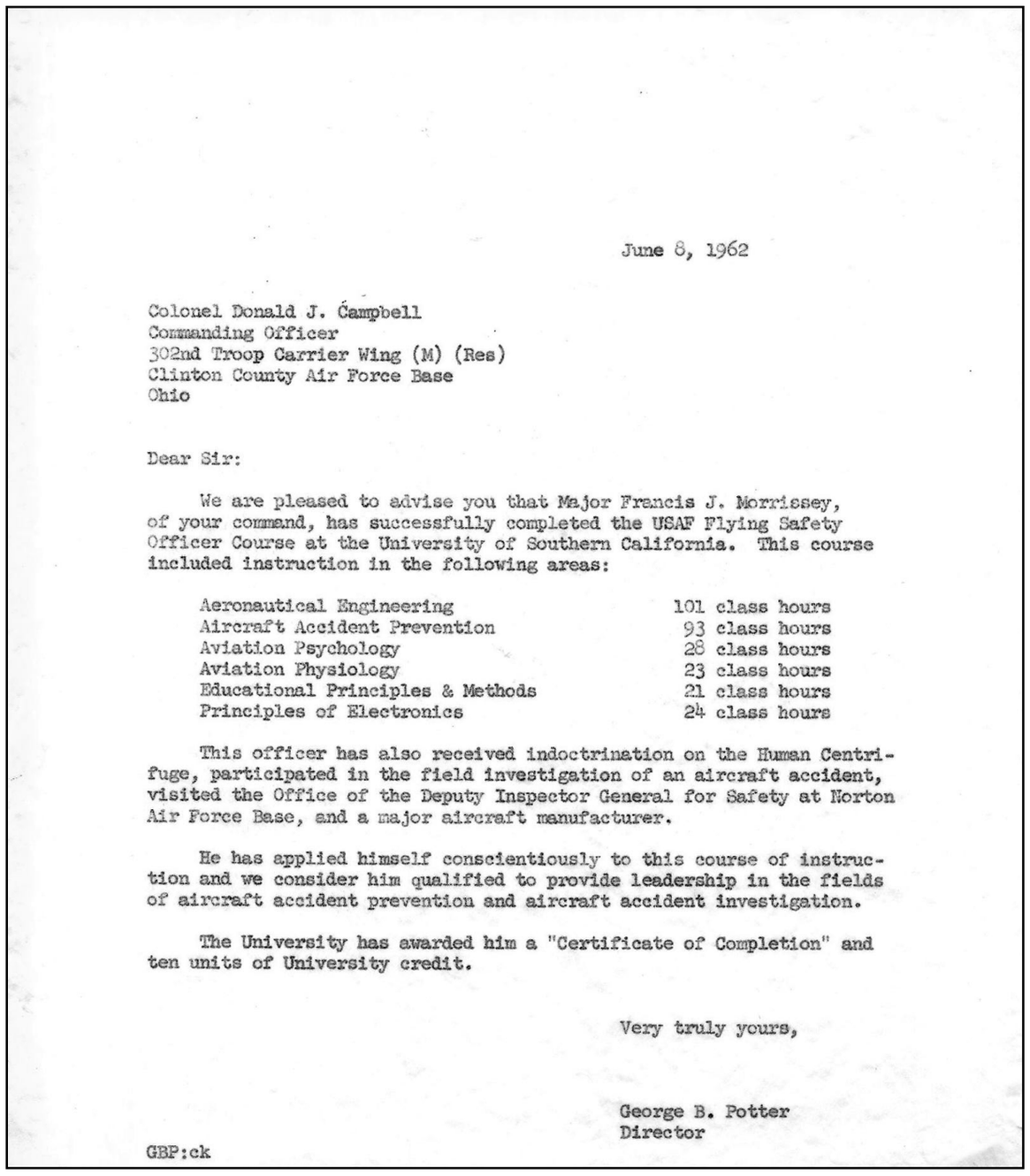
Given at Los Angeles, California, this 8th day of June, 1962

Carl Vaneey
Administrator, Aviation and Missile Safety Division
Dean, University College

George B Potter
Director, Aviation and Missile Safety Division

Major General, U.S. Air Force
Deputy Inspector General for Safety, USAF





June 8, 1962

Colonel Donald J. Campbell
Commanding Officer
302nd Troop Carrier Wing (M) (Res)
Clinton County Air Force Base
Ohio

Dear Sir:

We are pleased to advise you that Major Francis J. Morrissey, of your command, has successfully completed the USAF Flying Safety Officer Course at the University of Southern California. This course included instruction in the following areas:

Aeronautical Engineering	101 class hours
Aircraft Accident Prevention	93 class hours
Aviation Psychology	28 class hours
Aviation Physiology	23 class hours
Educational Principles & Methods	21 class hours
Principles of Electronics	24 class hours

This officer has also received indoctrination on the Human Centrifuge, participated in the field investigation of an aircraft accident, visited the Office of the Deputy Inspector General for Safety at Norton Air Force Base, and a major aircraft manufacturer.

He has applied himself conscientiously to this course of instruction and we consider him qualified to provide leadership in the fields of aircraft accident prevention and aircraft accident investigation.

The University has awarded him a "Certificate of Completion" and ten units of University credit.

Very truly yours,

George B. Potter
Director

GBP:ck

It is interesting that Frank was permitted to wear his Air Force uniform while carrying out civilian duties. In many other instances both Air Force and Army Reserve Technicians are required to wear civilian clothing.

From early January to 10 March 1961 he attended the 10 week Instrument Pilot Instructor School Course (No. 1-104500F) at Connally Air Force Base, Texas. This qualified Frank as the civilian supervisor of the instrument training program of the 302d Troop Carrier Wing. Captain Morrissey was awarded the Air Force Specialty “I” - Instructor on 10 March.

In April of 1961, Colonel Campbell awarded Frank with Continental Air

Command's (CONAC) 1,000 Hour Certificate for outstanding flying in the C-119. CONAC was a Major Command responsible primarily for administering the Air National Guard and Air Force Reserve.

Frank was promoted to Major on 22 December 1961.

On 8 June 1962, Morrissey completed the Flying Safety Officer Course at the University of Southern California University College in Los Angeles. This course included almost 300 total class hours in subjects such as aeronautical engineering, aircraft accident prevention and investigation, aircraft and missile safety, and aviation psychology and aviation physiology.

From 28 October to 28 November 1962, Frank was ordered to active duty with the 302d. The squadron and numerous additional Air Force Reserve troop carrier units were preparing for an invasion involving the drop of paratroopers, equipment and supplies during the Cuban Missile Crisis.

By the end of 1962 Major Morrissey had accumulated over five years of Total Active Service and over 20 years creditable for Basic Pay Purposes. By 21 December 1966, Frank has transferred to Non-Active Reserve Status (NARS),

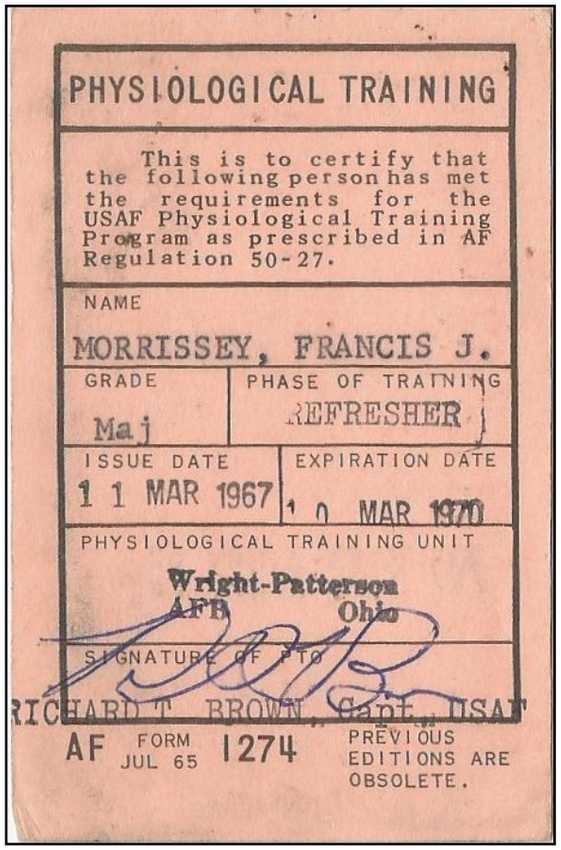
being assigned to the Air Reserve Personnel Center in Denver, Colorado.

On 24 February 1967, he transferred to the 145th Air Refueling Squadron of the 160th Air Refueling Group in the Ohio Air National Guard. Also located at Clinton County Air Force Base and later Lockbourne, AFB in Columbus, Ohio, the 145th flew large, four-engined KC-97 Stratotankers.

The KC-97 Stratofreighter was an aerial refueling tanker variant of the C-97 Stratofreighter (which was itself based on the Boeing B-29 Superfortress), great-ly modified with all the necessary tanks, plumbing, and "flying boom." Between 1947 and 1958, 888 C-97s in several versions were built, 811 of those being KC-97 tankers.

Morrissey completed Phase I Co-Pilot Training on the KC-97L on 30 September 1967, and then Phase II by 21 January 1968; the latter certified him as Combat Ready on this particular aircraft. He then completed the same phases for KC-97L Pilot Training on 31 August and 7 December 1968, respectively.

In May of 1967, the 145th began involvement in Operation Creek Party. This was a continuous rotational mission flying from Rhein Main Air Base, West Germany, providing air refueling to United States Air Forces in Europe (USAFE) tactical aircraft.



PHYSIOLOGICAL TRAINING

This is to certify that the following person has met the requirements for the USAF Physiological Training Program as prescribed in AF Regulation 50-27.

NAME
MORRISSEY, FRANCIS J.

GRADE
Maj

PHASE OF TRAINING
REFRESHER

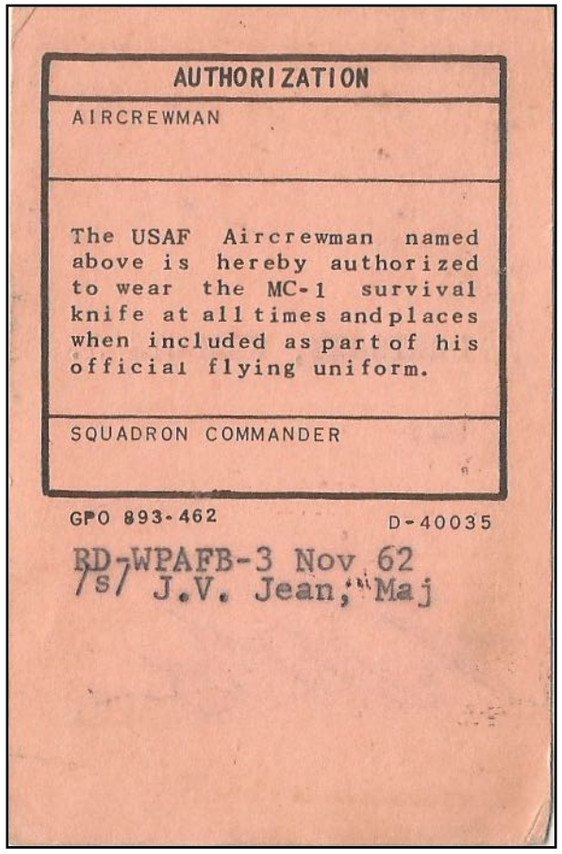
ISSUE DATE
11 MAR 1967

EXPIRATION DATE
10 MAR 1970

PHYSIOLOGICAL TRAINING UNIT
Wright-Patterson AFB Ohio

SIGNATURE OF PTO
RICHARD T. BROWN, Capt, USAF

AF FORM JUL 65 1274 PREVIOUS EDITIONS ARE OBSOLETE.



AUTHORIZATION

AIRCREWMAN

The USAF Aircrewman named above is hereby authorized to wear the MC-1 survival knife at all times and places when included as part of his official flying uniform.

SQUADRON COMMANDER

GPO 893-462 D-40035

RD-WPAFB-3 Nov 62
/s/ J.V. Jean, Maj



On 11 March of the same year Frank completed Refresher Physiological Training at Wright Patterson Air Force Base. Having first passed the same training in November 1962 and also in January 1970, it emphasized aircraft-specific oxygen equipment re-familiarization and emergency procedures.

The back of AF Form 1274 shown left states that Frank was authorized to wear the MC-1 survival knife. Along with a “shroud-line cutter,” it featured an auto-opening 3.13-inch clip-point utility blade. Designed for emergency exits from planes, most were carried daily but, hopefully, never used. The MC-1 is still in wide use in the Air Force.

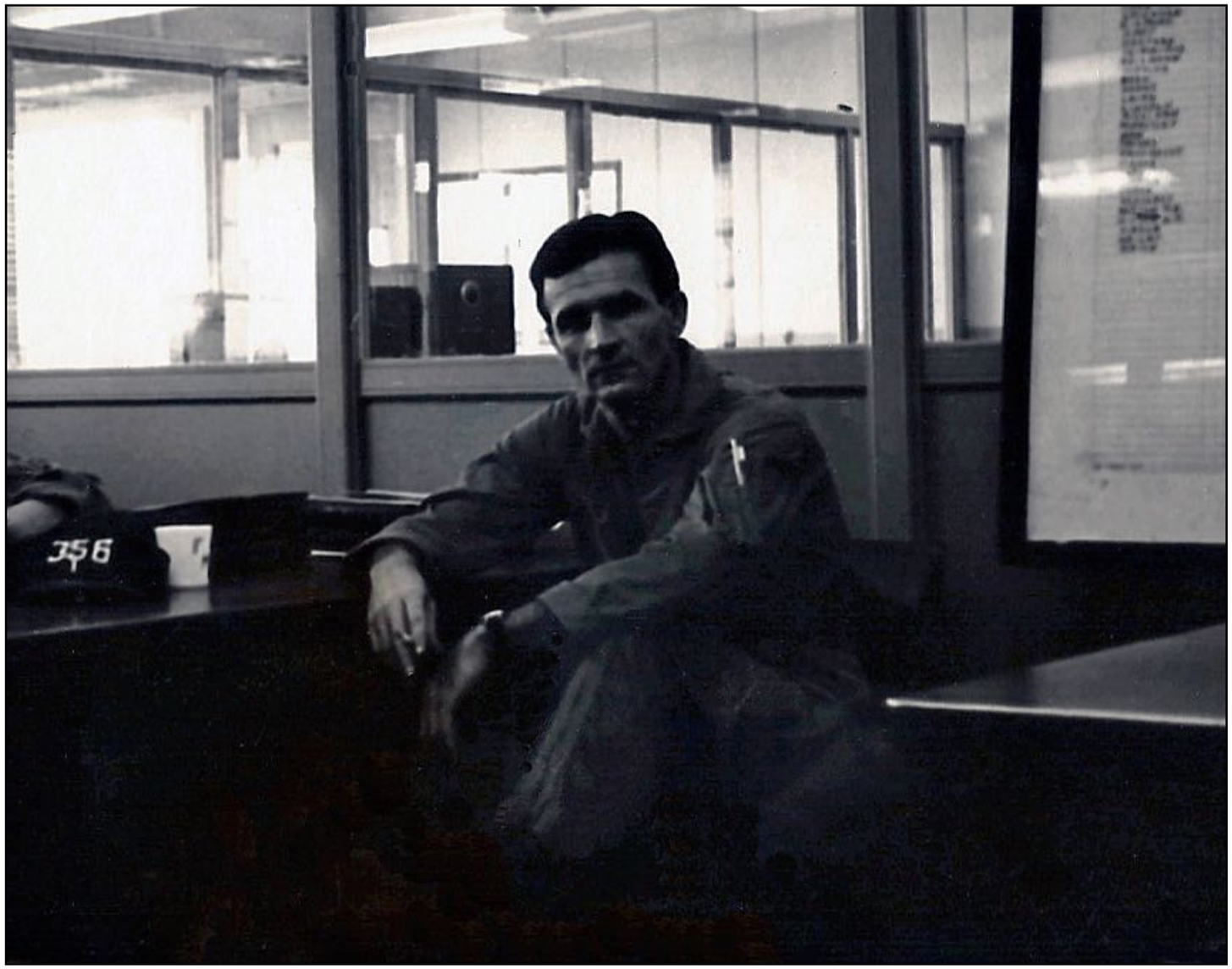


Above: Brigadier General Campbell presenting the CONAC Certificate Of Recognition to Major Morrissey in January of 1964. This award was given for outstanding performance of duty during the troop carrier competition in September 1963, while serving as a C-119 pilot in the Air Force Reserve Technician Program and Operations Officer for the 355th Troop Carrier Squadron.

On 22 December 1968, Frank was promoted to Lieutenant Colonel.

On 3 October 1969, he completed Familiarization Checkout for the C-97 Stratofreighter.

As of 31 October 1971, Frank had accumulated 4,578 flying hours.



Frank transferred to the Retired Reserve in May of 1972, and started to receive retirement pay and full military benefits at age 60 on 25 October 1982. As of this time Frank had accumulated almost 26 years for Reserve retirement purposes and over 40 years of Service for Basic Pay.

A PRAYER FOR OUR COUNTRY IN TIME OF WAR

O God, whose might outweighs all force of arms, and whose protection strengthens unto victory the defense of those who trust in Thee, stretch forth Thy hand in mercy to Thy servants, give us Thy strong help to repel the assaults of our enemies, and we shall ever thank Thee and praise Thy Holy Name. Through Christ Our Lord. Amen.

PRAYER FOR THOSE IN ACTIVE SERVICE

O God, we beseech Thee, * watch over those exposed to the horrors of war * and to the spiritual dangers of a soldier's, a sailor's or airman's life. * Give them such a strong faith * that no human respect * may ever lead them to deny it, * or fear to practice it. * Do Thou by Thy grace, * fortify them * against the contagion of bad example, * that, being preserved from vice, * and serving Thee faithfully, * they may be ready to meet death * whenever it may happen, * through Christ Our Lord. Amen.

Sacred Heart, * inspire them with sorrow for sin, * and grant them pardon. * Mother of God, * be with them on the battlefield, * and, if they should be called * to make the supreme sacrifice, * obtain for them * that they may die in the grace of Thy Divine Son.

St. Joseph, pray for them.
May their guardian angels protect them.

WITH ECCLESIASTICAL PERMISSION
CHICAGO OCTOBER 7 1942

L. C. BRADY · CHICAGO

PRAYER FOR PEACE

BY HIS HOLINESS
POPE BENEDICT XV

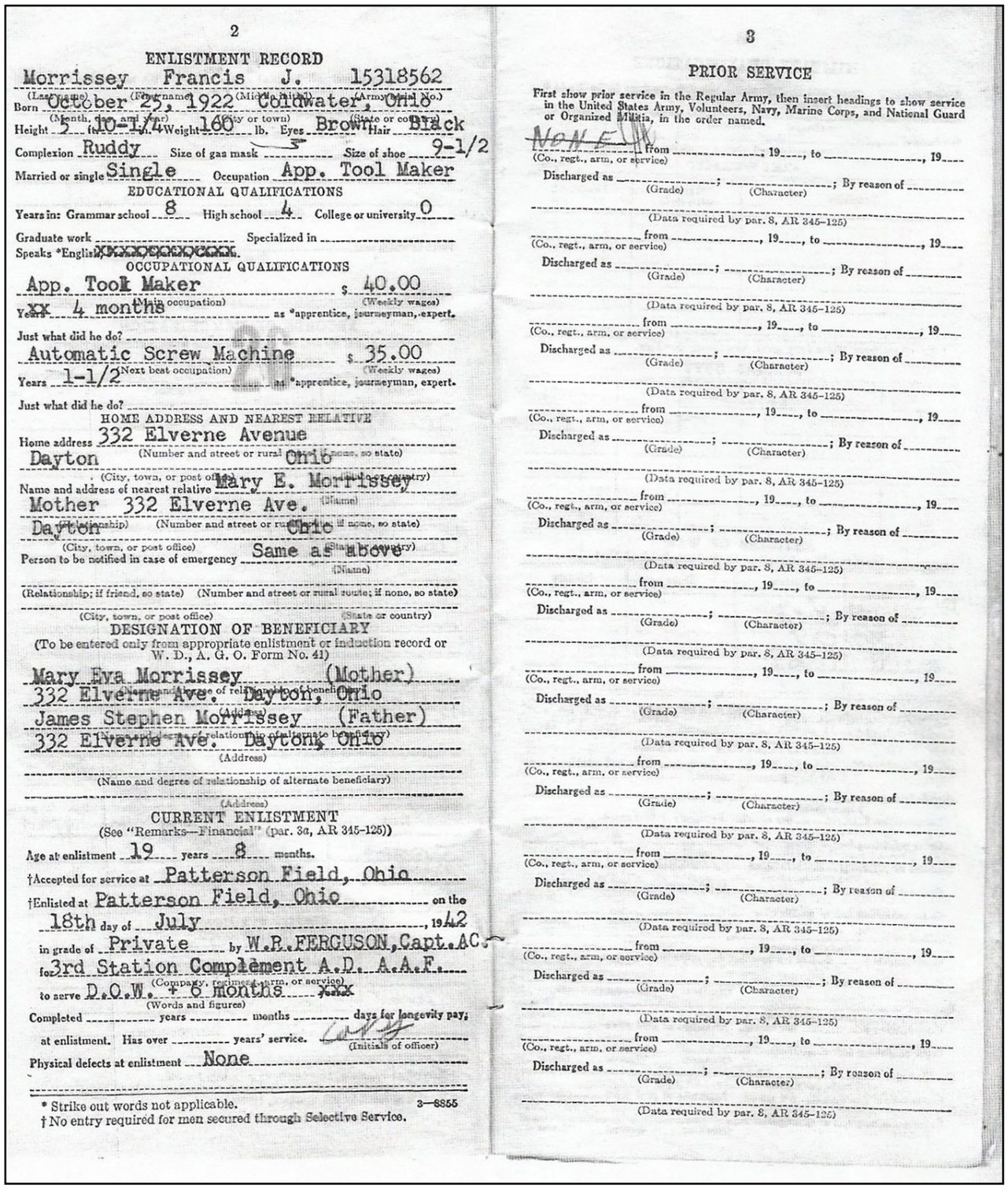
Dismayed by the strife and jealousy which are bringing ruin to peoples and nations, * we turn, O Jesus, to Thy most loving Heart as our only hope. * O God of mercy, * with tears we invoke Thee to end wars and the horror of war. * O King of Peace, * we humbly implore the peace for which we long.

From Thy Sacred Heart Thou didst shed forth over the world divine charity, * so that discord might end and love alone might rein among men. * During Thy life on earth, Thy Heart beat with tender compassion for the sorrows of men. * In this day, when hate often dominates, * may Thy divine Heart be once more moved to pity.

Inspire rulers and peoples with counsels of meekness. * Heal the discords that tear nations asunder. * Thou Who didst shed Thy precious blood that they might live as brothers, * bring men together once more in loving harmony. * To the cry of the Apostle Peter: "Save us, Lord, we perish," * Thou didst answer words of mercy and didst still the raging waves. * Deign now to hear our trustful prayers and give back to the world order and peace.

And do thou, O most Holy Virgin, * as in other times of distress, * be our help, our protection, and our safeguard. Amen.

ORIGINAL WAR AND POST-WAR MILITARY RECORDS



2

ENLISTMENT RECORD

Morrissey Francis J. 15318562
(Last name) (First name) (Middle initial) (Army serial No.)

Born October 29, 1922 Coldwater, Ohio
(Month, day, and year) (City or town) (State or country)

Height 5 ft 10-1/4 Weight 160 lb. Eyes Brown Hair Black

Complexion Ruddy Size of gas mask ____ Size of shoe 9-1/2

Married or single Single Occupation App. Tool Maker

EDUCATIONAL QUALIFICATIONS

Years in: Grammar school 8 High school 4 College or university 0

Graduate work ____ Specialized in ____

Speaks *English.

OCCUPATIONAL QUALIFICATIONS

App. Tool Maker $ 40.00
(Main occupation) (Weekly wages)

Years xx 4 months as *apprentice, journeyman, expert.

Just what did he do? ____

Automatic Screw Machine $ 35.00
(Next best occupation) (Weekly wages)

Years 1-1/2 as *apprentice, journeyman, expert.

Just what did he do? ____

HOME ADDRESS AND NEAREST RELATIVE

Home address 332 Elverne Avenue
(Number and street or rural route; if none, so state)

Dayton Ohio
(City, town, or post office) (State or country)

Name and address of nearest relative Mary E. Morrissey
(Name)

Mother 332 Elverne Ave.
(Relationship; if friend, so state) (Number and street or rural route; if none, so state)

Dayton Ohio
(City, town, or post office) (State or country)

Person to be notified in case of emergency Same as above
(Name)

(Relationship; if friend, so state) (Number and street or rural route; if none, so state)

(City, town, or post office) (State or country)

DESIGNATION OF BENEFICIARY

(To be entered only from appropriate enlistment or induction record or W. D., A. G. O. Form No. 41)

Mary Eva Morrissey (Mother)
(Name and degree of relationship of beneficiary)

332 Elverne Ave. Dayton, Ohio
(Address)

James Stephen Morrissey (Father)
(Name and degree of relationship of alternate beneficiary)

332 Elverne Ave. Dayton, Ohio
(Address)

(Name and degree of relationship of alternate beneficiary)

(Address)

CURRENT ENLISTMENT

(See "Remarks—Financial" (par. 3c, AR 345-125))

Age at enlistment 19 years 8 months.

†Accepted for service at Patterson Field, Ohio

†Enlisted at Patterson Field, Ohio on the

18th day of July, 1942

in grade of Private by W.R.FERGUSON, Capt. AC.

for 3rd Station Complement A.D. A.A.F.
(Company, regiment, arm, or service)

to serve D.O.W. + 6 months xxx
(Words and figures)

Completed ____ years ____ months ____ days for longevity pay; at enlistment. Has over ____ years' service. ____
(Initials of officer)

Physical defects at enlistment None

* Strike out words not applicable.
† No entry required for men secured through Selective Service.

3—6855

3

PRIOR SERVICE

First show prior service in the Regular Army, then insert headings to show service in the United States Army, Volunteers, Navy, Marine Corps, and National Guard or Organized Militia, in the order named.

NONE

from ____, 19____, to ____, 19____
(Co., regt., arm, or service)

Discharged as ____; ____; By reason of ____
(Grade) (Character)

(Data required by par. 8, AR 345-125)

from ____, 19____, to ____, 19____
(Co., regt., arm, or service)

Discharged as ____; ____; By reason of ____
(Grade) (Character)

(Data required by par. 8, AR 345-125)

from ____, 19____, to ____, 19____
(Co., regt., arm, or service)

Discharged as ____; ____; By reason of ____
(Grade) (Character)

(Data required by par. 8, AR 345-125)

from ____, 19____, to ____, 19____
(Co., regt., arm, or service)

Discharged as ____; ____; By reason of ____
(Grade) (Character)

(Data required by par. 8, AR 345-125)

from ____, 19____, to ____, 19____
(Co., regt., arm, or service)

Discharged as ____; ____; By reason of ____
(Grade) (Character)

(Data required by par. 8, AR 345-125)

from ____, 19____, to ____, 19____
(Co., regt., arm, or service)

Discharged as ____; ____; By reason of ____
(Grade) (Character)

(Data required by par. 8, AR 345-125)

from ____, 19____, to ____, 19____
(Co., regt., arm, or service)

Discharged as ____; ____; By reason of ____
(Grade) (Character)

(Data required by par. 8, AR 345-125)

MILITARY QUALIFICATIONS

Served as _____ in the United States Army in the World War
(Highest grade held)

Holds commission as _____ in the Officers' Reserve Corps
(Grade) (Section)

Graduate of _____
(Noncommissioned officers' or special service school)

ARMY SPECIALTY

Specialty	*Rating, with date	*Rerating, with date

* Ex=Excellent; VG=Very good; G=Good; F=Fair.

SPECIAL DUTY

As	At	From	To	Authority

ARTICLES OF WAR
(Read to soldier as required by the 110th Article of War)

Date	Initials	Date	Initials
JUL 21 1942	J.H.W.		
12-17-42	CS2		
JUN 21 '43	C.S.V.		

SEX MORALITY JUL 21 1942 12-17-42

Course completed (see AR 40-235) _____, 19____

QUALIFICATION IN ARMS

(Special qualifications attained in the use of the various arms and additional compensation therefor)

Qualified as _____, _____, 19____
(Grade designation)
Compensation $_____ per month. Aggregate or final score _____
Order publishing fact of qualification _____
(Number) (Source) (Date)

Qualified as _____, _____, 19____
(Grade designation)
Compensation $_____ per month. Aggregate or final score _____
Order publishing fact of qualification _____
(Number) (Source) (Date)

Qualified as _____, _____, 19____
(Grade designation)
Compensation $_____ per month. Aggregate or final score _____
Order publishing fact of qualification _____
(Number) (Source) (Date)

Qualified as _____, _____, 19____
(Grade designation)
Compensation $_____ per month. Aggregate or final score _____
Order publishing fact of qualification _____
(Number) (Source) (Date)

Qualified as _____, _____, 19____
(Grade designation)
Compensation $_____ per month. Aggregate or final score _____
Order publishing fact of qualification _____
(Number) (Source) (Date)

8—8855

MILITARY RECORD

APPOINTMENT, PROMOTION, OR REDUCTION, WITH AUTHORITY THEREFOR

Grade	Date	Authority	Initials
Pvt.			

SPECIALIST RATINGS

Class	Qualification	From	To	Authority	Initials

ORGANIZATIONS TO WHICH ATTACHED

Organization	From	To
883 PFTS(P) SAACC, Tex.	12/26/42	2/17/43
AGID Cuero, Tex.	FEB 17 1943	
24th Base Hq. & Air Base Sq.	June 27, 1943	29 AUG 1943

ORIGINAL ASSIGNMENT AND ORGANIZATIONS TO WHICH SUBSEQUENTLY ASSIGNED DURING THIS ENLISTMENT PERIOD

Assigned to company, regiment, arm, or service	Station	Date
3rd Sta Comp AD. AAF	Patterson Fld. O	7-18-42
57th Repair Sq	" " "	8-12-42
Hq 3rd Station Complement, Patterson Field, Ohio		OCT 20 1942
[illegible] San Antonio, Texas		11-7-42
AVIATION CADET DET. Av. Cadet Dept.	AAFS, Waco, Tex. T.A.A.F. Lubbock, Tex.	APR 2 4 1943

8th Ind.

AVIATION CADET DET. WAAF, WACO, TEXAS

To 2d Ass't Lubbock Sub Jet, 19 JUN 23 '43

This soldier was transferred to your command per S.O. #164 Hq. WAFS, Waco, Tex. 22 Jun

and left this organization JUN 26 '43, 19

He was last paid to include MAY 31 1943, 19

by J.D. McCONAHAY, Major, F.D.

(Name and grade of finance officer or agent officer, if any)

Due United States; if nothing, so state SEE REMARKS FINANCIAL

Due soldier at date of cf. current pay & allce

This soldier has, has not, a Class E allotment running which has been deducted from his pay to include , 19

This soldier has authorized a Class D deduction from his Government Insurance which has been deducted from his pay to include , 19

His character is EXCELLENT Cav Cav

Efficiency rating as soldier EXCELLENT Cav

I have personally verified all entries in this indorsement.

John Plesko

JOHN PLESKO

(Name)

Pvt. Avn. Cadet

(Grade and organization)

This soldier reported JUN 27 1943, 19 as mone-

state.

3—6855

23

FINAL INDORSEMENT

AVIATION CADET DETACHMENT, A.A.F.

(Company or Detachment)

LUBBOCK, TEXAS

29 AUG 1943, 19

To The Adjutant General:

Morrissey, Francis J. 6310562

(Last name) (First name) (Middle initial) (Army serial No.)

Avn. Student

(Grade)

was separated from the service by reason of Expiry Comm.

Amt. to be Cpt. P.O.D. para. 3Bc, AR 345-125) on

at LUBBOCK, TEXAS authority AAFSC Ltr

(Place)

Retained in service 0 days to make good time lost (A. W. 107).

Absent from duty 0 days subsequent to normal date of expiration of term of enlistment.

Retained in service 0 days for convenience of the Government on account of

His character is EXCELLENT Exc

Efficiency rating as soldier EXCELLENT Exc

*~~Final statement furnished.~~ *Paid on final pay roll.

*~~Discharge certificate furnished, W. D., A. G. O. Form No. 55, 56, 57.~~

Due United States; if nothing, so state NOTHING

†Due soldier at date of Discharge NOTHING

Discharge Certificate Received 29 AUG 1943

Address furnished for future references: 332 Bourne Ave.

(Number and street or rural route)

Dayton, Ohio

(City, town, or post office) (State or country)

Signature of soldier: Francis J Morrissey

I have verified the foregoing entries.

Name signed James W. Mills Jr.

Name typed or printed JAMES W. MILLS, JR.

1st Lt. Air Corps

(Grade and organization)

Assistant Personnel Officer

*Strike out words and figures not applicable.

†Here enter any amounts due soldier and not paid to date, such as monetary allowance in lieu of quarters and subsistence; if nothing, so state.

MILITARY RECORD AND REPORT OF SEPARATION
CERTIFICATE OF SERVICE

1. NAME - FIRST NAME - MIDDLE INITIAL	2. ARMY SERIAL NUMBER	3. AUS. GRADE	4. ARM OR SERVICE	5. COMPONENT
MORRISSEY FRANCIS J	01 703 130	1st Lt	AC	AUS

6. ORGANIZATION	7. DATE OF RELIEF FROM ACTIVE DUTY	8. PLACE OF SEPARATION
Accelerated Service Test Sec Flight Test Div Wright Field Ohio	15 Oct 46	Separation Center Fort Sheridan Illinois

9. PERMANENT ADDRESS FOR MAILING PURPOSES	10. DATE OF BIRTH	11. PLACE OF BIRTH
526 Wiltshire Blvd Dayton Ohio	25 Oct 22	Coldwater Ohio

12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT	13. COLOR EYES	14. COLOR HAIR	15. HEIGHT	16. WEIGHT	17. NO. OF DEPENDENTS
See #9	brown	brown	71"	160 LBS.	1

18. RACE			19. MARITAL STATUS			20. U.S. CITIZEN		21. CIVILIAN OCCUPATION AND NO.
WHITE	NEGRO	OTHER (specify)	SINGLE	MARRIED	OTHER (specify)	YES	NO	
x				x		x		Tool Maker 4-76.210

MILITARY HISTORY

SELECTIVE SERVICE DATA	22. REGISTERED YES	22. REGISTERED NO	23. LOCAL S. S. BOARD NUMBER	24. COUNTY AND STATE	25. HOME ADDRESS AT TIME OF ENTRY ON ACTIVE DUTY
▶	x		13	Montgomery Ohio	See #9

26. DATE OF ENTRY ON ACTIVE DUTY	27. MILITARY OCCUPATIONAL SPECIALTY AND NO.
30 Aug 43	Functional Test Pilot 1092

28. BATTLES AND CAMPAIGNS

Naples-Foggia Rome-Arno Air Offensive Europe Air Combat Balkans

29. DECORATIONS AND CITATIONS

Air Medal W/1st & 2nd Bronze OLC Dist Unit Badge American Theatre Ribbon EAME Theatre Ribbon W/4 Brz Btl Stars 2 O/S Bars Victory Medal

30. WOUNDS RECEIVED IN ACTION

None

31. SERVICE SCHOOLS ATTENDED	32. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN		
	DATE OF DEPARTURE	DESTINATION	DATE OF ARRIVAL
AAF Flight Training Pre-Flight - Primary Basic - Advanced	6 Dec 43	EAME	3 Jan 44
33. REASON AND AUTHORITY FOR SEPARATION			
Reld AD WD Cir #290 Sec II	25 May 45	USA	3 Jun 45

34. CURRENT TOUR OF ACTIVE DUTY						35. EDUCATION (years)		
CONTINENTAL SERVICE			FOREIGN SERVICE			GRAMMAR SCHOOL	HIGH SCHOOL	COLLEGE
YEARS	MONTHS	DAYS	YEARS	MONTHS	DAYS			
2	5 1	18	1	5	27	8	4	0

INSURANCE NOTICE

IMPORTANT IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY-ONE DAYS THEREAFTER, INSURANCE WILL LAPSE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTIONS SUBDIVISION, VETERANS ADMINISTRATION, WASHINGTON 25, D. C.

36. KIND OF INSURANCE			37. HOW PAID		38. Effective Date of Allotment Discontinuance	39. Date of Next Premium Due (one month after 38)	40. PREMIUM DUE EACH MONTH	41. INTENTION OF VETERAN TO		
Nat. Serv.	U.S. Govt.	None	Allotment	Direct to V.A.				Contribute	Continue only	Discontinue
x			x		31 Oct 46	30 Nov 46	$ 6.70	x		

42. RIGHT THUMB PRINT

43. REMARKS (This space for completion of above items or entry of other items specified in W. D. Directives)

LAPEL BUTTON ISSUED ASR SCORE (2 Sep 45) 71

On terminal leave from 13 Jul 46 to 15 Oct 46 incl

AAF Air Crew Member Badge (Wings)

OFFICERS RESERVE BRANCH U.S. ARMY AIR FORCES BOSTON 9, MASS. 12 Aug 46

44. SIGNATURE OF OFFICER BEING SEPARATED	45. PERSONNEL OFFICER (Type name, grade and organization - signature)
Francis J Morrissey	DEFOREST G BROWN Capt INF 1612 ASU

WD AGO FORM 53-98
1 November 1944

This form supersedes all previous editions of WD AGO Forms 53 and 280 for officers entitled to a Certificate of Service, which will not be used after receipt of this revision.

2. THE ADJUTANT GENERAL (201 File Copy)

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

SUMMARY INDIVIDUAL FLIGHT RE[CORD]

(1) SERIAL NO. _____ (2) NAME MORRISSEY, FRANCIS J. (3) RANK 2d Lt (4) A[GE] 1923
(LAST, FIRST, MIDDLE)
(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION _____
(8) ORGANIZATION ASSIGNED _____ (AIR FORCE, COMMAND, WING, GROUP, SQUADRON, ATTACHED FOR FLYING DETACHMENT)
(9) ORGANIZATION ATTACHED _____ (AIR FORCE, COMMAND, WING, GROUP, SQUADRON, DETACHMENT)
(10) PRESENT RATING & DATE Pilot 30 Aug 43 (11) ORIGINAL RATING & DATE Same
(12) TRANSFERRED FROM _____ (13) FLIGHT RESTRICTIONS _____
(15) TRANSFERRED TO _____ (14) TRANSFER DATE _____
(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	Total	: :	: :	: :		

(17) As of MONTH 29 May 1944

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL. IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	PILOT DAY P	PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRUMENT I	SPECIAL INFORMATION NIGHT N	SPECIAL INFORMATION INSTRUMENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
	PT-19						61:55											
	BT						71:45											
	AT						77:40											
	B-24						327:15											

Hq AAF, AC/AS-3, Flight Operations Division,
Flying Safety Branch, Winston-Salem, 1, N. C.
19 Dec 45

Otis Estes

OTIS ESTES
Captain, Air Corps
Chief, Flight Records

COLUMN TOTALS

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH			
(38) PREVIOUS MONTHS THIS F. Y.			
(39) THIS FISCAL YEAR		22:40	327:15
(40) PREVIOUS FISCAL YEARS			211:20
(41) TO DATE	* 211:20.	22:40	538:35

DO NOT WRITE IN THIS SPACE

AIRCRAFT	NL	CARD NO. 1							CARD NO. 2					CARD NO. 3				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	

* Includes 139:15 Student First Pilot Time.

Incl 1

FRANCIS J. MORRISSEY, [illegible], A.C.

CERTIFICATION OF FLYING TIME ACCORDING TO AAF REGULATION, 15-5 DATED 1 OCT. 1945

ITEMS	TOTAL AAF PILOT TIME As of 29 Sept 1945
A. First Pilot Time	22:40
B. Qualified Pilot Dual Time	* 100:00
C. Command Pilot Time	0:00
D. Acting Command Pilot Time	0:00
E. Co-Pilot Time	* 216:20
F. Instructor Pilot Time	0:00
G. Radio Control Pilot Time	0:00
H. Instrument Trainer Time	* 25:00
I. First Pilot Night Time	* 10:00
J. First Pilot Actual Instrument Time	* 2:00
K. Day Weather Instrument (Estimate)	0:00
L. Night Weather Instrument	0:00
M. Hood Time (Estimate)	0:00
N. Day Over the Top (Estimate)	0:00
O. Night Over the Top (Estimate)	0:00

I certify that time marked * was estimated by me from Summary of flying time, Winston-Samem, N.C., and are true to the best of my knowledge.

Francis J. Morrissey
FRANCIS J. MORRISSEY, 1st Lt., A.C.

I certify that the estimates contained in items J, K, M, N, and O are based on my personal examination of my flight record file and are true to the best of my remembrance, knowledge, and belief.

Francis J. Morrissey 1st Lt A.C.
Name, Grade

Approved: Operations Officer

Date

Name, Grade

WAR DEPARTMENT
AAF FORM NO. 5
APPROVED DEC. 7, 1942

SUMMARY INDIVIDUAL FLIGHT RE[CORD]

(1) SERIAL NO. 01 703 130 (2) NAME MORRISSEY (LAST) FRANCIS (FIRST) J. (MIDDLE) (3) RANK 2d Lt (4) AGE 1922

(5) PERS. CLASS 18 (6) BRANCH Air Corps (7) STATION (ATTACHED FOR FLYING)

(8) ORGANIZATION ASSIGNED (AIR FORCE / COMMAND / WING / GROUP / SQUADRON / DETACHMENT)

(9) ORGANIZATION ATTACHED (AIR FORCE / COMMAND / WING / GROUP / SQUADRON / DETACHMENT)

(10) PRESENT RATING & DATE Pilot 30 Aug 43 (11) ORIGINAL RATING & DATE Same

(12) TRANSFERRED FROM (13) FLIGHT RESTRICTIONS

(15) TRANSFERRED TO (14) TRANSFER DATE

(16) DO NOT WRITE IN THIS SPACE

PERS CLASS	RANK	RTG.	A. F.	COMMAND	WING	GROUP NO.	GROUP TYPE	SQUADRON NO.	SQUADRON TYPE	STATION	MO.	YR.
:			:	: :	: :	: :	: :	: : :	: :	: : :		

(17) MONTH As of 29 Sep 19 45

DAY	AIRCRAFT TYPE, MODEL & SERIES	NO. LANDINGS	FLYING INST. (INCL IN 1ST PIL. TIME) S	COMMD. PILOT C CA	CO-PILOT CP	QUALIFIED PILOT DUAL QD	FIRST PILOT DAY P	FIRST PILOT NIGHT P N OR NI	RATED PERS. NON-PILOT			NON-RATED OTHER ARMS & SERVICES	NON-RATED OTHER CREW & PASS'GR	SPECIAL INFORMATION INSTRU-MENT I	NIGHT N	INSTRU-MENT TRAINER	PILOT NON-MIL. AIRCRAFT OVER 400 H.P.	PILOT NON-MIL. AIRCRAFT UNDER 400 H.P.
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

Hq AAF, AC/AS-3, Flight Operations Division,
Flying Safety Branch, Winston-Salem, 1, N. C.

21 Jan 46

OTIS ESTES
Captain, Air Corps
Chief, Flight Records

3/6'20

COLUMN TOTALS

	(42) TOTAL STUDENT PILOT TIME	(43) TOTAL FIRST PILOT TIME	(44) TOTAL PILOT TIME
(37) THIS MONTH			11:45
(38) PREVIOUS MONTHS THIS F. Y.			538:35
(39) THIS FISCAL YEAR		22:40	*550:20
(40) PREVIOUS FISCAL YEARS		22:40	
(41) TO DATE	211:20		

DO NOT WRITE IN THIS SPACE

AIRCRAFT 19	NL 20	CARD NO. 1 21 22 23 24 25 26	CARD NO. 2 27 28 29 30 31	CARD NO. 3 32 33 34 35 36
*No flying time recorded this office between 29 May 44 and 13 Sep 45				

Lnd 3

WD AAF FORM NO. 5
(Rev.1 Oct.45)

INDIVIDUAL FLIGHT RECORD
PILOT

(1) SHEET NO. 1

(2) PERIOD NO. 4 YEAR 1945

PREPARING ORGANIZATION		(6) ORIG. RATING & DATE: Pilot 30 Aug 43	(9) NAME: LAST MORRISSEY FIRST FRANCIS MIDDLE J.		
(3) AF OR COMMAND: AMC	(4) BU (GROUP OR SQ): 4000th AAFBU	(7) PRESENT RATING & DATE: Pilot 30 Aug 43			
(5) STATION: AAFTB, DAYTON, OHIO		(8) TYPE INST. CERT. & DATE: White 26 Oct. 45	(10) YEAR OF BIRTH: 1922	(11) GRADE: 1st Lt.	(12) A.S.N.: 0-1703130

TABLE I

DATE	AIRCRAFT TYPE MODEL SERIES	MISSION SYMBOL	NO. LANDINGS	CLASSIFICATION OF FIRST PILOT FLYING TIME									COMMAND PILOT	CO-PILOT	TO	FROM
				FIRST PILOT	INSTRUCTOR	DAY			NIGHT			HOOD				
						CONTACT	WEATHER INSTR.	OVER THE TOP	CONTACT	WEATHER INSTR.	OVER THE TOP					
				P	IP		W	OT	N	NW	NOT	H	C	CP		
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
					AUDIT NOT ACCOMPLISHED PREVIOUS STATION.											
(30) TOTALS THIS SHEET																
(31) BROUGHT FORWARD FROM SHEET NO. -----																
(32) TOTALS TO DATE				123	0	113	0	0	10	0	0	0	0	216		

(33) TYPED NAME OF OPERATIONS OFFICER CERTIFYING: J. R. WORLINE (Officer in Charge)

(34) CERTIFIED CORRECT - SIGNATURE OF OPERATIONS OFFICER: James R. Worline

(35) GRADE: 1st Lt.

16—38363 1

TABLE II - SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	JET PROPULSION	AUTOGYRO & HELICOPTER	GLIDER	OTHER	TOTAL
1	2	3	4	5	6	7	8	9
(10) COMMAND PILOT								0
(11) FIRST PILOT & FIRST PILOT INSTRUCTOR			123					123
(12) CO-PILOT			216					216
(13) TOTAL AAF PILOT TIME			339					339
(14) AAF STUDENT PILOT TIME								211
(15) CIVILIAN PILOT TIME OVER 400 HP								
(16) FOREIGN MILITARY PILOT TIME								-
(17) OTHER U. S. MILITARY PILOT TIME								
(18) TOTAL PILOT TIME								550

(19) PILOT COMBAT TIME	(20) CMD. PILOT	(21) 1ST PILOT	(22) CO-PILOT	XXXXX	XXXXX	XXXXX	XXXXX	(23) TOTAL UNKNOWN

TABLE III - MISCELLANEOUS ENTRIES

RADIO CONTROL PILOT			SYNTHETIC INSTRUMENT PILOT TRAINER								
DATE	TYPE	TIME	DATE	TYPE	TIME						
1	2	3	4	5	6	7	8	9	10	11	
(12) TOTALS THIS SHEET											
(13) BROUGHT FORWARD FROM SHEET NO. -----											
(14) TOTAL TO DATE											

U. S. GOVERNMENT PRINTING OFFICE 16—38363 1

INDIVIDUAL FLIGHT RECORD

PILOT

(1) SHEET NO. 2

CORRECTED COPY FOR SHEETS # 2,3

October 1945 thru March 1946

(2) PERIOD NO. _____ YEAR _____

PREPARING ORGANIZATION		(6) ORIG. RATING & DATE: Pilot 30 Aug 1943	(9) NAME: LAST: MORRISSEY, FIRST: FRANCIS, MIDDLE: J.	
(3) AF OR COMMAND: 1st AF CONAC	(4) BU (GROUP OR SQ): 2252D AFRCTC	(7) PRESENT RATING & DATE: Pilot 30 Aug 1943		
(5) STATION: Clinton County AFB, Wilmington, Ohio		(8) TYPE INST. CERT. & DATE: None	(10) YEAR OF BIRTH: 25 Oct 1922	(11) GRADE: 1st Lt (RIN) / (12) SERVICE NO.: AO-1703130

TABLE I

DATE	AIRCRAFT TYPE MODEL SERIES	MISSION SYMBOL	NO. LANDINGS	CLASSIFICATION OF FIRST PILOT FLYING TIME												
				FIRST PILOT	INSTRUCTOR	DAY			NIGHT			HOOD	COMMAND PILOT	CO-PILOT	TO	FROM
						CONTACT	WEATHER INSTR.	OVER THE TOP	CONTACT	WEATHER INSTR.	OVER THE TOP					
				P	IP	D	W	OT	N	NW	NOT	H	C	CP		
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	October 1945															
1	B-17G	T-26	7	1:15			1:15							1:15		
2	AT-6	S-24	1	1:55		1:55										
2	B-17G	T-15	1	1:15								1:15		1:15		
3	B-17G	T-15	4	4:55								4:55		4:55		
11	B-17G	T-15	5	6:15								6:15		6:15		
18	C-45	T-12	7	4:55		4:55								1:30		
31	C-45F	T-26	12	4:55		4:55										
	November 1945															
1	AT-6F	T-12	20	7:15	5:40	12:55										
20	C-54	S-24	1	3:45		3:45								2:00		
	December 1945															
1	C-54B	S-27	1	6:00					5:00	1:00						
4	B-17G	S-24	2											5:50		
7	C-54B	S-25	1	5:50		5:50										
7	C-54B	S-24	1	12:00		12:00										
11	C-54B	A-3	1	5:50		5:50										
14	C-54B	S-24	1	11:20			1:15			10:05						
21	B-24	S-27	6	7:45		7:45								7:45		
	January 1946															
7	B-24	S-24	2	5:00		2:00	3:00							4:00		
14	B-24	S-24	3		5:00	5:00										
17	B-17	S-24	4	7:20		7:20										
31	B-17	S-24	1	4:45		4:45										
	February 1946															
4	B-17	S-24	2	6:30		2:30			2:00			2:00		5:00		
11	B-17	S-24	1	2:30		1:00	1:30							2:30		
18	C-82	S-24	10	6:00		6:00										
21	B-17	S-24	2	2:45		0:30	2:15							4:15		
27	C-82	S-24	5	4:10		1:10			3:00							
	March 1946															
5	C-82	S-24	2	2:30	8:10	10:40										
11	C-82	S-24	1	2:55		2:55										
15	C-82	S-24	2	2:15	4:00	6:15										
28	B-17	S-24	3	1:00	8:40	5:00			3:40							
		The Above Time Flown At WRIGHT FIELD, DAYTON, OHIO CLOSED														
(30)	TOTALS THIS SHEET			133	32	117	9		14	11		14		47		
(31)	BROUGHT FORWARD FROM SHEET NO. 1			123	0	113	0	0	10	0	0	0	0	216		
(32)	TOTALS TO DATE			256	32	230	9	0	24	11	0	14	0	263		

(33) TYPED NAME OF OPERATIONS OFFICER CERTIFYING: ELWIN J. FUNK

(34) CERTIFIED CORRECT - SIGNATURE OF OPERATIONS OFFICER: Elwin J. Funk

(35) GRADE: 1st LT USAF

AF FORM 5

TABLE II - SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	JET PROPULSION	AUTOGYRO & HELICOPTER	GLIDER	OTHER	TOTAL
1	2	3	4	5	6	7	8	9
(10) COMMAND PILOT								
(11) FIRST PILOT & FIRST PILOT INSTRUCTOR	9	40	239					288
(12) CO-PILOT		2	261					263
(13) TOTAL AF PILOT TIME	9	42	500					551
(14) AF STUDENT PILOT TIME								211
(15) CIVILIAN PILOT TIME OVER 400 HP								
(16) FOREIGN MILITARY PILOT TIME								
(17) OTHER U. S. MILITARY PILOT TIME								
(18) TOTAL PILOT TIME								762

(19) PILOT COMBAT TIME	(20) CMD. PILOT	(21) 1ST PILOT	(22) CO-PILOT	XXXXX	XXXXX	XXXXX	XXXXX	(23) TOTAL
		20	150					170

TABLE III - MISCELLANEOUS ENTRIES

RADIO CONTROL PILOT			SYNTHETIC INSTRUMENT PILOT TRAINER								
DATE	TYPE	TIME	DATE	TYPE	TIME						
1	2	3	4	5	6	7	8	9	10	11	
(12) TOTALS THIS SHEET											
(13) BROUGHT FORWARD FROM SHEET NO. 1					25						
(14) TOTAL TO DATE					25						

U. S. GOVERNMENT PRINTING OFFICE 16—35363-3

INDIVIDUAL FLIGHT RECORD

PILOT

(1) SHEET NO. 3

CORRECTED COPY SHEET # 4

April 1946 thru November 1952

(2) PERIOD NO. _____ YEAR _____

PREPARING ORGANIZATION		(6) ORIG. RATING & DATE	(9) NAME: LAST	FIRST	MIDDLE	
(3) AF OR COMMAND	(4) BU (GROUP OR SQ)	Pilot 30 Aug 1943	MORRISSEY,	FRANCIS	J.	
1st AF CONAC	2252D AFRCTC	(7) PRESENT RATING & DATE				
(5) STATION		Pilot 30 Aug 1943				
Clinton County AFB Wilmington, Ohio		(8) TYPE INST. CERT. & DATE	(10) YEAR OF BIRTH	(11) GRADE	(12) SERVICE NO.	
		None	25 Oct 1922	1st Lt (RIN)	AO-1703130	

TABLE I

DATE	AIRCRAFT TYPE MODEL SERIES	MISSION SYMBOL	NO. LANDINGS	CLASSIFICATION OF FIRST PILOT FLYING TIME									COMMAND PILOT	CO-PILOT	TO	FROM
				FIRST PILOT	INSTRUCTOR	DAY			NIGHT			HOOD				
						CONTACT	WEATHER INSTR.	OVER THE TOP	CONTACT	WEATHER INSTR.	OVER THE TOP					
				P	IP		W	OT	N	NW	NOT	H	C	CP		
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	April 1946															
2	C-54B	S-24	2	1:05		1:05								1:00		
17	AT-6D	T-26	2	2:05		2:05										
19	C-82A	S-24	2		3:00	3:00										
24	C-47B	S-24	1	1:05		1:05										
25	C-82A	S-24	2		7:30	4:20			3:10					1:00		
	May 1946															
1	C-47B	S-24	1	2:35		2:35										
3	AT-6D	T-26	1	0:45		0:45										
9	C-82A	S-24	2		6:25	3:00			3:25							
15	C-82A	S-24	3	7:00		7:00										
17	C-82A	S-24	2		5:00	5:00										
	June 1946															
3	C-82A	S-24	2	1:35		1:35										
7	C-82A	S-24	2	1:00	0:55	0:55						1:00				
20	C-82A	S-24	2		4:45	4:45										
	July 1946 thru November 1952: NO FLYING TIME ACCOMPLISHED CLOSED															
(30)	TOTALS THIS SHEET			17	28	37			7			1		2		
(31)	BROUGHT FORWARD FROM SHEET NO. 2			256	32	230	9	0	24	11	0	14	0	263		
(32)	TOTALS TO DATE			273	60	267	9	0	31	11	0	15	0	265		

(33) TYPED NAME OF OPERATIONS OFFICER CERTIFYING: EDWIN J. FUNK

(34) CERTIFIED CORRECT - SIGNATURE OF OPERATIONS OFFICER: Edwin J. Funk

(35) GRADE: 1st LT USAF

AF FORM 5

16—35363-4

TABLE II - SUMMARY OF PILOT EXPERIENCE

DUTY	SINGLE ENGINE	2 ENGINE	MORE THAN 2 ENGINE	JET PROPULSION	AUTOGYRO & HELICOPTER	GLIDER	OTHER	TOTAL
1	2	3	4	5	6	7	8	9
(10) COMMAND PILOT								
(11) FIRST PILOT & FIRST PILOT INSTRUCTOR	11	82	240					333
(12) CO-PILOT		3	262					265
(13) TOTAL AF PILOT TIME	11	85	502					598
(14) AF STUDENT PILOT TIME								211
(15) CIVILIAN PILOT TIME OVER 400 HP								
(16) FOREIGN MILITARY PILOT TIME								
(17) OTHER U. S. MILITARY PILOT TIME								
(18) TOTAL PILOT TIME								809

(19) PILOT COMBAT TIME	(20) CMD. PILOT	(21) 1ST PILOT	(22) CO-PILOT	XXXXX	XXXXX	XXXXX	XXXXX	(23) TOTAL
		20	150					170

TABLE III - MISCELLANEOUS ENTRIES

RADIO CONTROL PILOT			SYNTHETIC INSTRUMENT PILOT TRAINER								
DATE	TYPE	TIME	DATE	TYPE	TIME						
1	2	3	4	5	6	7	8	9	10	11	
			April 5	Link	1:00						
			May 21	Link	1:00						
			June 4	Link	3:00						
(12) TOTALS THIS SHEET					5						
(13) BROUGHT FORWARD FROM SHEET NO. 2					25						
(14) TOTAL TO DATE					30						

U. S. GOVERNMENT PRINTING OFFICE 16—35363-3

19. CHRONOLOGICAL LISTING OF SERVICE

LAST NAME – FIRST NAME – MI – AFSN

MORRISSEY, FRANCIS J. AO 1703130 (ART) AFRes

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EDCSA/ED	DAFSC	BRIEF DESCRIPTION OF DUTY – ORGANIZATION AND STATION		20. DATE LAST ER SUBMITTED	
				DATE	TYPE
18Jul42to29Aug43		Enlisted, Highest Grade - Pvt (EAD)			
30Aug43to8Apr44		F/O Experience	(EAD)		
9Apr44to15Oct46		Comm Exp, Highest Grade 1stLt, PrimDuty - Pilot (1092)	(EAD)		
16Oct46to4Nov52		Res not on EAD, Hq 1AF (VRS) MAFB, N.Y. - 3 da AD Tng	(RES)	~~16 Aug 53~~	~~AD~~
5Nov52	105C	Plt Trp Carr, 356th TCSq, 302d TCWg(M), CCAFB,Ohio	(RES)	~~27 Aug 54~~	~~AD~~
2Aug53	105C	Plt Trp Carr, 356th TCSq, 302d TCWg(M), CCAFB,Ohio - 15 da AD Tng	(RES)	~~30 Sep 54~~	~~AN~~
13Aug54	105C	Plt Trp Carr, 356th TCSq, 302d TCWg(M), CCAFB,Ohio - 15 da AD Tng	(RES)	31 Jul 55	AN
12Aug55	105C	Plt Trp Carr, 356th TCSq, 302d TCWg(M), CCAFB,Ohio - 15 da AD Tng	(RES)	26 Aug 55	AD
12Aug56	105C	Plt Trp Carr, 356th TCSq, 302d TCWg(M), CCAFB,Ohio - 15 da AD Tng	(RES)	31 Jul 56	AN
27Jan57	105C	Plt Trp Carr, 2252d ARFC, CCAFB,Ohio (CONAC) - 15 da AD Tng	(RES)	26 Aug 56	AD
23Apr57	105B	Plt Trp Carr, 356th TCSq, 302d TCWg(M), CCAFB,Ohio	(RES)	10 Feb 57	AD
17 Jun 57	105B	Plt Trp Carr, 2252d ARFC, CCAFB,Ohio (CONAC) - 11 da AD Tng	(RES)	27 Jun 57	AD
28Jun57	105B	Plt Trp Carr, 356th TCSq, 302d TCWg(M), CCAFB,Ohio - 15 da AD Tng	(RES)	12 Jul 57	AD
11Aug57	105B	Plt Trp Carr, 2252d ARFC, CCAFB,Ohio (CONAC) - 13 da AD Tng	(RES)	31 Jul 57	AN
23Feb58	105F	Plt, Trp Carr, 356th TCSq, 302D TCWg (M), CCAFB, Ohio	(RES)	23 Aug 57	AD
22Mar58		1 AD tour, 6 days total, between 23 Feb 58 - 22 Mar 58	(RES)	30 Sep 58	AN
23Mar58	105F	Plt, Trp Carr, 2252D ARFC, CCAFB, Ohio (CONAC) 22 da AD Tng	(RES)	2 Oct 58	AD
24Mar58		1 AD tour 4 days total between 24 March 58-9 Aug 58	(RES)	9 Nov 58	AD
10Aug58	105F	Plt,Trp Carr 356thTCSq,(ConAC) CCAFB,Ohio 16 da AD 10-24 Aug 58	(RES)	12 Dec 58	AD
15Sep58	105P	Plt,TrpCarr,Atchd2252D ARFC(ConAC)CCAFB,Ohio 18 days AD15Sep-20Oct58	(RES)	30 Sep 59	AN
29Oct58	105P	Plt,TrpCarr,AtchdProvisional Squadron "D"Shaw AFB, S.C. 12 Days AD	(RES)	31 Aug 60	Annual
29Nov58	105P	Plt,TrpCarr,Atchd2252D AFFC (CONAC), CCAFB, Ohio 14 days AD Tng			
3Feb59	I1055P	Airplane Pilot, 356th Trp Carr Sq (ConAC) CCAFB, Ohio	(RES)		
		1AD Tour(26-30 Nov) 5 days Total	(RES)		
~~11Jul59~~	~~T1055P~~	~~Plt,TrpCarr,302D TCWg(M), (ConAC), CCAFB,Ohio 15 days AD~~	~~(RES)~~		
11Jul59	T1055P	Plt,TrpCarr,356th TCSq,302D TCW(M),(ConAC),CCAFB,Ohio 15 days AD	(RES)		
		3AD TOUR (17-23 Aug 59) (17-30 Nov 59) (4-6 Dec 59) 17 Days AD			

13. ASSIGNMENT PREFERENCE STATEMENT

LAST NAME - FIRST NAME - MI - AFSN

MORRISSEY, FRANCIS J. AO 1703130 12 Dec 61

(ART) AFRes

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14. COMBAT RECORD

EAME 31 Combat Missions, 170 Combat Hours, B-24
Naples-Foggia (BBS) WD GO 24 1947
Rome-Arno (BBS) WD GO 24 1947
Air Off Europe (BSS) WD GO 24 1947
Air Combat Balkans (NBBS) WD GO 24 1947

15. AERONAUTICAL RATINGS AND DESIGNATIONS

RATING - STATUS	AUTHORITY	EFF DATE
Pilot	P018 I9 Hq AAFGCTC	30Aug43
Flying Status	P10, P010, Hq AAFGCTC	30Aug43
Flying Status	P1, PO 135, Hq MAFB, N.Y.	5Dec52
Senior Pilot	AO 94 Hq 14th AF	24Dec58

16. RESERVE DATA

CIVILIAN OCCUPATION: INSTRUCTOR PILOT (ART) 3 Feb 59
RESERVE STATUS: R-60 EXP 2 FEB 63
PHYSICAL STATUS: 4S 17 OCT 60
AVAIL CLASS CODE: 22
WILLING TO FLY IF ORDERED TO END
UNIFORM MAINT. ALLOWANCE PAID 2 Nov 57
SEL. SVC. NO.: (ON RECORD)

17. ANNUAL FLYING HOURS

DATE	CURRENT AIRCRAFT			NON-CURRENT AIRCRAFT			OTHER	ANNUAL TOTAL
	JET	CONV.	MISC.	JET	CONV.	MISC.		
15Aug58			281:35					281:35
15Aug59			350:55					350:55
30 Jun 60			184:40					184:40
25 Oct 60			85:45					85:45

TOTAL FLYING HOURS

DATE	M-JET	S-JET	M-CONV.	S-CONV.	MISC.	OTHER	TOTAL
15Nov57			1339	15	211		1555
15Aug58			1609:50	14:35	211:50		1836:15
15Aug59			1960:45	14:35	211:50		2187:10
30 Jun 60			2145:25	14:35	211:50		2371:50
25 Oct 60			2231:10	14:35	211:50		2457:35

18. REMARKS

Previous Service No. 15318562 & T122555
Social Security No. 278-12-5863

19. CHRONOLOGICAL LISTING OF SERVICE

LAST NAME - FIRST NAME - MI - AFSN: MORRISSEY, FRANCIS J FG 170 31 30 USAF

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EDOA	DAFSC	BRIEF DESCRIPTION OF DUTY - ORGANIZATION AND STATION
18Jul42-29Aug43		Enl, HG Pvt (EAD)
30Aug43-8Apr44		Flt Off, Prin Dy Plt (EAD)
9Apr44-15Oct46		Comm, HG 1st Lt, Prin Dy Plt (EAD)
16Oct46-4Nov52		RES not on EAD, Hq 1AF (VRS) Mitchell AFB, NY (RES)
5Nov52-27Oct62		Comm HG Maj Prin Dty Plt (RES)
28Oct62	I1055Z	Plt C-119, 356 Trp Carr Sq, Clinton Co AFB, Ohio (TAC)
28Nov62	Rlvd fr	EAD per SO A-326, dtd 28Nov62 302TCW, CCAFB, Ohio, Eff 28Nov62
29Nov62	I1055Z	Plt C-119, 356TrpCarrSq, Clinton Co AFB, Ohio (ConAC)(RES)
11Feb63	1055Z	Plt C-119, 355TrpCarrSq, Clinton Co AFB, Ohio (ConAC)(RES)
30Jun63	1055Z	Major-PltTrpCarr - 12 Days AD
30Jun64	1055Z	Maj-PltTrpCarr - 24 Days AD
30Jun65	1055Z	Maj-PltTrpCarr - 25 Days AD
30Jun66	1055Z	Maj-Plt, TrpCarr - 17 Days AD
21Dec66		Hq CAC (NARS-A) ARPC, Denver, Colo (RES)
24Feb67	1061A	Pilot Tanker, 145th Air Reflg Sq, CCAFB, Wilmington, Ohio (Ohio ANG)

20. DATE LAST ER SUBMITTED

DATE	TYPE
31 Jul 61	Annual
30 Sep 62	Annual
10 Feb 63	CRO
30 Sep 63	Annual
30 Sep 64	Annual
30 Sep 65	Annual
30 Sep 66	Annual

13. ASSIGNMENT PREFERENCE STATEMENT

(To include as applicable, career objective, training desired, oversea area preference, ZI area preference, type unit desired, type duty desired, etc.)

MORRISSEY, FRANCIS J FG 170 31 30 MAJ | J

14. COMBAT RECORD

31 Cmbt Missions, 170 Cmbt Hrs, B-24, EAME/Air Off Europe (BSS)WDGO 24, 1947/Naples-Foggia (BSS) WDGO 24, 1947/Rome-Arno (BSS) WDGO24, 1947/AirCmbt Balkans (BSS) WDGO 24, 1947.

15. AERONAUTICAL RATINGS, DESIGNATIONS AND FLYING STATUS

RATING - STATUS	AUTHORITY	EFF. DATE
Plt	P9, PO 18, Hq AAFGCTC	30Aug43
Fly Stat	P10, PO 18, Hq AAFGCTC	30Aug43
Fly Stat	P1, PO 135, Hq LAF, MAFB, NY	5Dec52
Sr Plt	AO 94, Hq 14AF, RAFB, Ga	24Dec58
Uncond Fly Stat Code	1AP7, Ch2, AFM 35-13	1Jan61

TARSD TRSD 30 Aug 43

16. RESERVE DATA

TMA: SAME AS ITEM 3
RES STAT: READY - ACTIVE
SSC AA
PHY STAT: F/S 9DEC66
WILLING TO FLY IF ORDERED TO EAD

SEL SVC # VA

17. ANNUAL FLYING HOURS

DATE	CURRENT AIRCRAFT JET	CURRENT AIRCRAFT CONV	CURRENT AIRCRAFT MISC	NON-CURRENT AIRCRAFT JET	NON-CURRENT AIRCRAFT CONV	NON-CURRENT AIRCRAFT MISC	OTHER	ANNUAL TOTAL

AIRCRAFT QUALIFICATIONS

C-119C

TOTAL FLYING HOURS

DATE	M-JET	S-JET	M-CONV	S-CONV	MISC	OTHER	TOTAL
25 Oct 60			2231:10	14:35	211:50		2457:35
30 Sep 61			2534:00	14:35	211:50		2760:25
30 Sep 62			2704:10	14:35	211:50		2930:35
30 Sep 63			2913:30	14:35	211:50		3139:15
30Sep64			3098:30	14:35	211:50		3324:55
30 Jun 65			3231:50	14:35	211:50		3458:15
30 Jun 66			3449:45	14:35		211:50	3676:10

18. REMARKS

SOCIAL SECURITY NO. 278-12-5863
PREVIOUS SERVICE NOS. 1531 85 62 & T122555

PTACCOMPLISHED CG CL 1 15 Feb 56 ORGANIZATION COPY Air Force Reserve Interim

CHECK CHANGES RECEIVED	1. LAST NAME—FIRST NAME—MIDDLE NAME	2. ARMY SERIAL NUMBER	3. GRADE	4. COMPONENT	5. ARM OR SERVICE
1 2 3 4 / 5 6 7 8 / 9 10 11 12 / 13 14 15 16	MORRISSEY FRANCIS JOSEPH	AO 1 703 130	Capt	AFRes	BASIC / DUTY

6. CITIZENSHIP STATUS	7. RELIGION (Voluntary)	8. HEIGHT	9. WEIGHT	10. RACE	11. CATEGORY	12. MOS (SSN) PRIMARY / DUTY
NATIVE	ROMAN CATHOLIC	5'11"	172	CAU		

13. SOURCE OF COMMISSION	14. DATE OF EAD (Current tour)	15. CITY AND STATE FROM WHICH ORDERED TO EAD	16. DATE OF BIRTH
DP MTL '44			25 Oct 22

17. CHRONOLOGICAL LIST OF ACTIVE DUTY MILITARY AND CIVILIAN SCHOOLING

NAME OF SCHOOL	TITLE OF COURSE (and SSN)	LENGTH	RATING	YEAR
AFPS	Bsc & Adv Plt	9 mos	com	Aug43

18. GRADE STATUS

GRADE	TYPE	EFFECTIVE DATE	DATE RANK
F/O	AUS	30 Aug 43	30 Aug 43
Acptd 30 Aug 43			
2d Lt	AUS	9 Apr 44	9 Apr 44
Acptd 9 Apr 44			
1st Lt	AUS	23 Oct 45	23 Oct 45
1st Lt	ORC	13 Jul 46	
Acptd 13 Jul 46			
Capt	AFRes	22 Dec 54	22 Dec 54

19. RECORD OF PHYSICAL STATUS

MEDICAL CLASSIF	MEDICAL INSTALLATION NAME AND AUTHORITY	MEDICAL INSTALLATION DATE	DATE STATUS CHANGE DUE	ASSIGNMENT LIMITATION
G/S	Base Disp, Cowtown, Texas			

20. RETIRED (Grade, reason, date)

21. EFFICIENCY INDEX

22. CATEGORY

SERVICE DATES

TYPE	DATE FIG.	TYPE	DATE TERMINATED
TAFCSD	9/25	MCed Bo Swiss	
TAFMSD	Sep/46	MCed Bo Swiss	
TFCSD	9 Apr 44		
TMSD	18 Jul 42		

23. GENERAL AND ANNUAL EFFICIENCY RATING (For WD use only)

YEAR														
GER														
AER														

24. MILITARY OCCUPATIONAL SPECIALTIES

DESIGNATION	AFSC SSN	DATE	QUALIFYING AUTHORITY
(P) Plt Bomb	123 P		

25. DETAILS

ARM OR SERVICE	DETAILED (Date & Auth.)	TERMINATED (Date & Auth.)

26. FOREIGN SERVICE DATA

DATE DPTD Z/I	OVERSEAS COMMAND	DATE RTD Z/I	FSSD MONTHS DAY	MO	YEAR
6 Dec 43	EAME	3 Jun 45	18		18
			3	Jun	45

27. CAMPAIGNS

CAMPAIGN	AUTHORITY AND DATE
Naples-Foggia	WD GO 95/45
Rome-Arno	WD GO 99/45
Air Off Europe	WD GO 85/45
Air Combat Balkans	WD GO

18 APR 61

1. LAST NAME – FIRST NAME – MI – AFSN – GRADE

MORRISSEY, FRANCIS J. AO 1703130 CAPT

(ART) AFRes

3. PERSONAL DATA

DATE OF BIRTH	RELIGION	BIRTHPLACE
25 Oct 22	Roman Catholic	Coldwater, Ohio

MARITAL STATUS	RACE	PERMANENT MAILING ADDRESS
M-2	CAU	616 PRAIRIE AVE. WILMINGTON (CLINTON) OHIO

4. SERVICE DATA

SOURCE OF COMMISSION	DATE OF CURR. EAD	CITY & STATE FROM WHICH ORDERED TO A.D.
DP MIL 44		

SERVICE DATES		COMPONENT AND DATE OF SEPARATION	
TAFCSD 38/12	15 Oct 30 Vol 60	AFRes	Indef
TAFMSD 29/3	15 Oct 30 Vol 60		
TFCSD	9 Apr 44		
TMSD	18 Jul 42		
PSD CAPT	22 Dec 54		
TYSD	9 Apr 44		

5. GRADE STATUS

TEMPORARY GRADE	PERMANENT GRADE	EFFECTIVE DATE	DATE OF RANK
2nd Lt AUS		9 Apr 44	9 Apr 44
1st Lt AUS		23 Oct 45	23 Oct 45
	1stLt	13 Jul 46	
	Capt	22 Dec 54	

2. FOREIGN SERVICE

DATE DEPARTED	LOCATION	DATE RETURNED Z.I.	FSSD
6 Dec 43	EAME	3 Jun 45	

FOREIGN SERVICE SUMMARY

6. ASSIGNMENT LIMITATIONS

7. AIR FORCE SPECIALITIES

AFSC	DESIGNATED	SPECIALTY TITLE	DATE AWARDED
~~105B~~	~~P~~	~~Pilot Troop Carrier~~	~~[illegible]~~
~~103P~~	~~P~~	~~Plt Bomb~~	~~[illegible]~~
~~105P~~	~~P~~	~~Plt, Trp Carr~~	~~[illegible]~~
105P	P	Plt, Tpt Carr	23 Feb 50
I		Inactive	Present

AF FORM [illegible]

FCC Form 753 -3
August 1954

UNITED STATES OF AMERICA
FEDERAL COMMUNICATIONS COMMISSION

RESTRICTED RADIOTELEPHONE OPERATOR PERMIT

This Permit, when countersigned by the permittee, authorizes

FRANCIS JOSEPH MORRISSEY

to operate licensed radiotelephone stations for which this Permit is valid under Rules and Regulations of the Commission and for the lifetime of the holder subject to suspension pursuant to the provisions of Section 303(m)(1) of the Communications Act and the Commission's Rules and Regulations.

FEDERAL COMMUNICATIONS COMMISSION

Mary Jane Morris

Mary Jane Morris,
Secretary.

RP- 19E8533

DECLARATION

DETROIT, MICH.

PLACE OF ISSUANCE

OCT 29 1956

DATE OF ISSUANCE

ISSUING OFFICER

Francis J. Morrissey

SIGNATURE OF PERMITTEE

F.C.C. - WASHINGTON, D. C.

ACA-1710
DEPARTMENT OF COMMERCE

UNITED STATES OF AMERICA
CIVIL AERONAUTICS ADMINISTRATION
WASHINGTON 25, D. C.

THIS CERTIFIES THAT IV FRANCIS JOSEPH MORRISSEY
V 2901 SAN RAE DRIVE
III DAYTON 19, OHIO

DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	SEX	NATIONALITY VI
10/25/22	72 IN.	178	BROWN	BROWN	M	U.S.A.

IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II COMMERCIAL PILOT NO. III 474890

RATINGS AND LIMITATIONS

XII AIRPLANE SINGLE AND MULTIENGINE LAND
INSTRUMENT

XIII

VII Francis J Morrissey
SIGNATURE OF HOLDER

X DATE OF ISSUE 2/3/58

VIII BY DIRECTION OF THE ADMINISTRATOR

Roy Keeley
DIRECTOR, OFFICE OF FLIGHT OPERATIONS AND AIRWORTHINESS

PROPERTY OF THE UNITED STATES GOVERNMENT

ARMED FORCES OF THE UNITED STATES

GENEVA CONVENTIONS IDENTIFICATION CARD

NOT A PASS

This card is issued in accordance with the provisions of the Geneva Convention of August 12, 1949. *(Not to be used for other identification.)*

LAST NAME - FIRST NAME - MIDDLE NAME

MORRISSEY, FRANCIS JOSEPH

GRADE	BRANCH OF SERVICE
LTCOL	USAF
SERVICE NUMBER/SS AN	**DATE OF BIRTH**
27812586 3FG	25 Oct 22

IF FOUND, DROP IN NEAREST U.S. MAIL BOX

DD FORM 528, 1 NOV 64

RETURN POSTAGE GUARANTEED

GPO : 1968 O—322-067

WORLD WAR II BATTLES

Naples - Foggia

Romeo - Arno

Air Offensive Europe

Air Combat Balkans

WORLD WAR II AWARDS

Air Medal With 1st & 2nd Bronze Oak Leaf Clusters

Distinguished Unit Badge

American Theater Ribbon

European-African-Middle Eastern (EAME) Campaign Medal

Theater Ribbon With 4 Bronze Battle Stars

Overseas Service Bars (2)

Victory Medal

WORLD WAR II SERVICE AS A FLIGHT & COMMISSIONED OFFICER

Date Of Entry On Active Duty:	30 August 1943 (as a Flight Officer)
Direct Commission (DP MIL):	9 April 1944
Separated From Active Duty:	15 October 1946
Continental Service:	2 Year 5 Months 18 Days
Foreign Service:	1 Year 5 Months 27 Days
Combat Missions:	31 - Totaling 170 Combat Hours (An average of almost 5 hours and 30 minutes per mission)
B-24 Liberator Total Flight Time:	327 hours and 15 minutes

WORLD WAR II SERVICE CHRONOLOGY

18 July 1942: Enlists as a Private in the U.S. Army Air Corps at Patterson Field's 3rd Station Air Depot, Fairfield (Fairborn), Ohio. He was assigned Army Serial No. 15318562.

12 November 1942: Arrives at San Antonio Aviation Cadet Center at Randolph Field in San Antonio, Texas begin Pre-Flight School

17 February 1943: Assigned to the 303rd Flying Training Detachment in Cuero, Texas to start Primary Flight Training

17 April 1943: Graduates from Primary Flight Training

24 April 1943:	Arrives at Waco Army Air Field, Texas, to begin Basic Flight Training with Class 43-H
26 June 1943:	Graduates from Basic Flight Training
27 June 1943:	Arrives at Lubbock Army Air Field in Lubbock, Texas, to begin Advanced Flight Training with Class 43-H
30 August 1943:	Graduates from Advanced Flight Training; promoted to Flight Officer, awarded the Pilot Badge and assigned Army Serial No. T-122555
September 1943:	Assigned to the 302nd Bombardment Group (H) AAB, Clovis, New Mexico.

15 September 1943: Special Orders No. 258 relieves him from the 302nd Bombardment Group and assigned as a Co-Pilot (CP) to Crew No. 302-9-59 of the 450th Bombardment Group (H), Alamogordo, New Mexico, with a report date not later than 2400 hours on 27 September.

21 September 1943: Special Orders No. 58 assigns him and his crew to the 722nd Bombardment Squadron (H) within the 450th Bombardment Group (H)

10 November 1943: By this date Crew No. 302-9-59 had been assigned B-24H Liberator Serial No. 41-28603; the “603” was named the “Chiquita Mia” around this date as well

19 November 1943: Special Orders No. 309 were issued to move the 450th to Herington Army Airfield, a Kansas-based staging area used for overseas movement.

23 November 1943: Crew No. 302-9-59 flies to Herington, Kansas on B-24H Liberator Serial No. 41-28603

6 December 1943: By this date Crew No. 302-9-59 had flown to Morrison Field at West Palm Beach, Florida - their port of embarkation

7 December 1943: Crew No. 302-9-59 left on the first leg of their long journey to the combat zone, flying first to Borenquin Field, Puerto Rico.

3 January 1944: By this date Crew No. 302-9-59 had arrived to their duty station in Manduria, Italy

8 January 1944:	The 450th Bombardment Group (H) begins their combat missions from Manduria, bombing the Airdrome in Mostar, Yugoslavia
9 April 1944:	Frank is commissioned a Second Lieutenant and assigned Army Serial No. O-1703130
4 May 1944:	Frank's new B-24J Liberator, the "Dauntless Duchess", Serial No. 42-99760 piloted by Tommy F. Bruner, crashes on Manduria Airfield shortly after an unsuccessful take off
25 May 1944:	Frank is resting at an AAF- sanctioned rest camp at Santa Cesarea Terme, Lecce, Italy,

30 May 1944:	Frank's third Liberator, a B-24H with Serial No. 42-94901 piloted by Tommy F. Bruner, is shot down over Krizevci, Yugoslavia. The Memorial Day Mission - No. 77 for the 450th and Frank's 27th - was to Ebreichsdorf, Austria to destroy an aircraft component factory.
1 June 1944:	By this date Lieutenant Morrissey, and Sergeants Cain and Mielke had been captured by the Germans and sent to Dulag Luft Oberursel
7 June 1944:	From Dulag Luft Wetzlar Frank writes a letter his mother Mrs. James S. Morrissey via Kriegsgefangenenpost, stating that he is a Prisoner Of War
10 June 1944:	Frank completes the rail trip from Dulag Luft Wetzlar to Stalag Luft III - a distance of nearly 600 kilometers

June 1944:	Shortly after being given Prisoner Of War (PW) Number 5731, Frank is assigned to live in Block 64, Room 14
July 1944:	Frank is moved to the recently completed West Compound, which opened for U.S. officers
27 January 1945:	The March from Stalag Luft III with the destination of Spremberg, Germany began when American PWs leave the South Compound at 11:20 p.m. and Frank with the West Compound at 11:30 p.m.
31 January 1945:	The South Compound and 200 men from West Compound, left Spremberg for Stalag XIII-D Nurnberg (Nuremberg - Langwasser)

2 February 1945:	The South Compound and 200 men from West Compound, arrived at Stalag XIII-D Nurnberg (Nuremberg - Langwasser)
4 April 1945:	Stalag XIII-D Nurnberg (Nuremberg - Langwasser) evacuated
Mid-April 1945:	Arrives by rail from Stalag XIII-D Nurnberg (Nuremberg - Langwasser) to Stalag VII-A at Moosburg, Germany with a total of 2,000 or so men from Stalag Luft III's South and West Compounds.
29 April 1945:	Stalag VII-A is liberated by Patton's Third United States Army
13 May 1945:	Frank has reached Le Havre, France by this date; he sends a telegram to his parents via Western Union Sans Origine (71-137-31) stating, "All Well And Safe. Hope To See You Soon. All My Love= Francis J. Morrissey."

23 May 1945:	The Department Of War sends a telegram via Western Union to the Morrissey family stating, “The Secretary Of War Desires To Express His Pleasure That Your Son 2/LT Morrissey Francis J. Returned To Military Control= J A Ulio The Adjutant General.”
23 May 1945:	Frank leaves Le Havre for home with a pay advance of 4,000 French Francs, or $80.70. He traveled across the Atlantic Ocean on Liberty Ship USS Monticello as part of a military convoy.
3 June 1945:	Arrives at Staten Island, New York, New York on the USS Monticello
16 June 1945:	Married Esther P. Phillips in Dayton, Ohio

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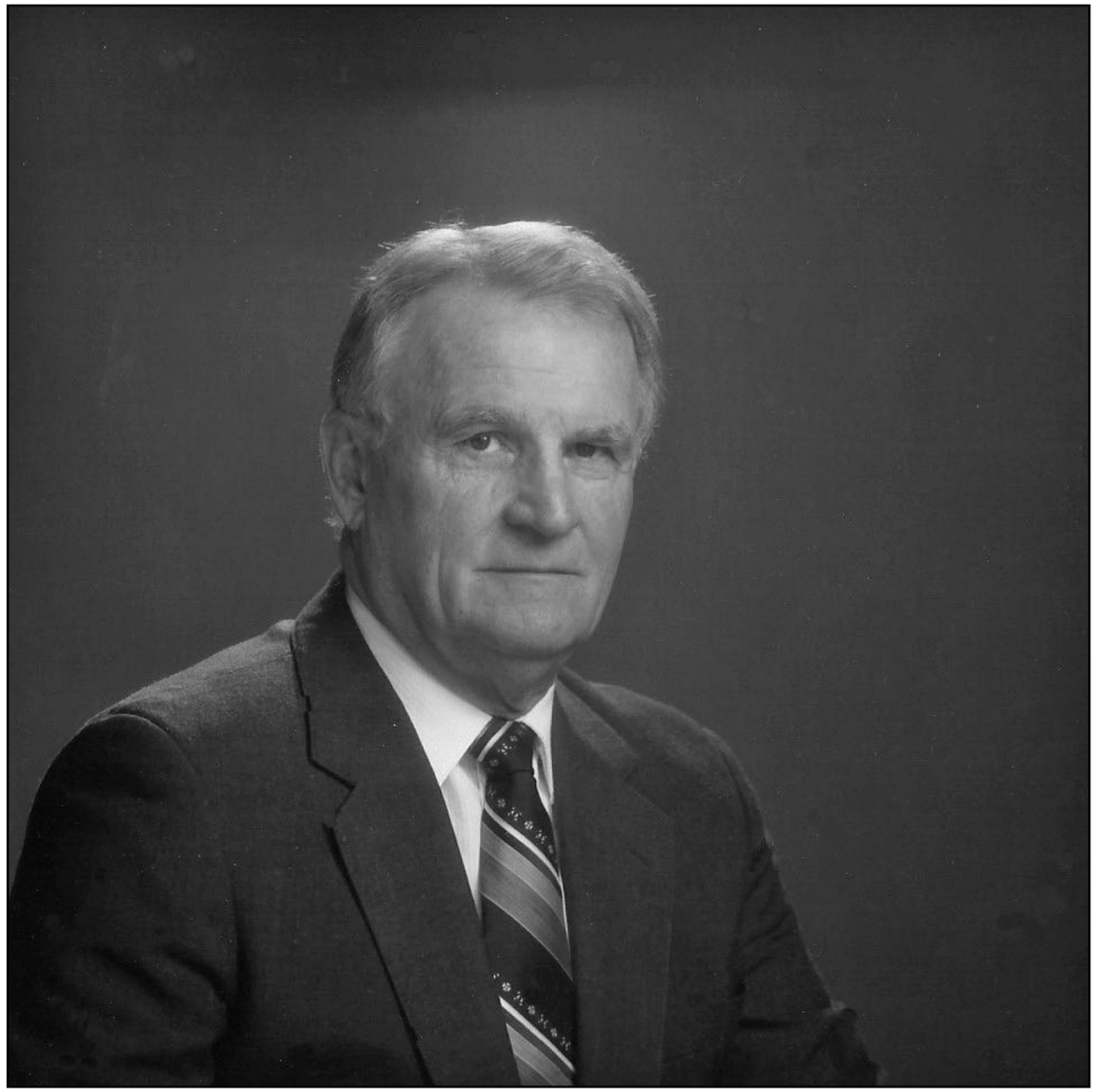
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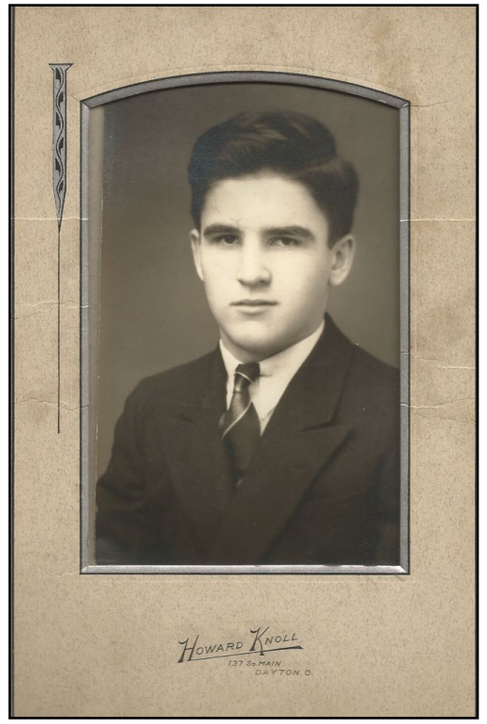
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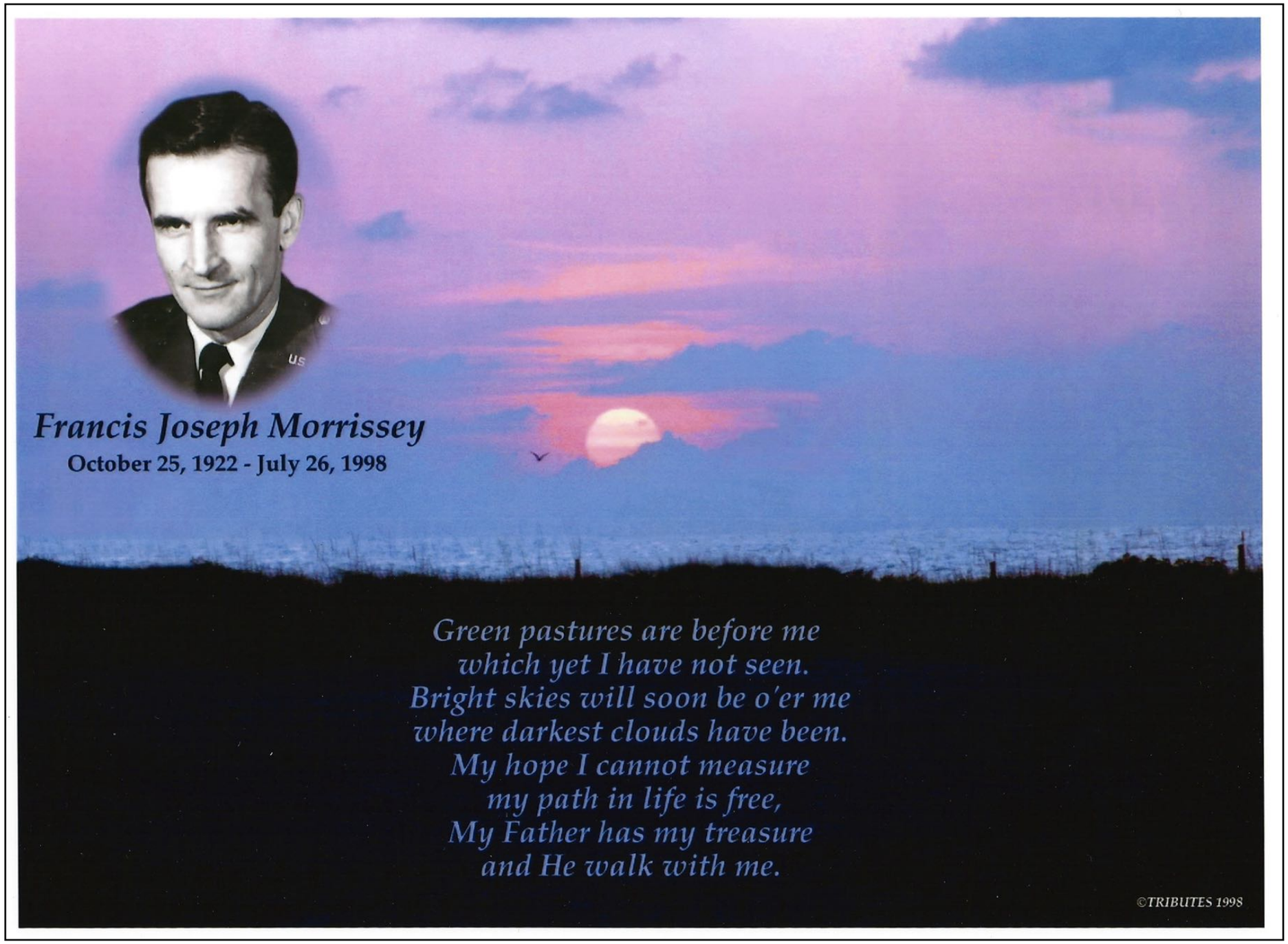




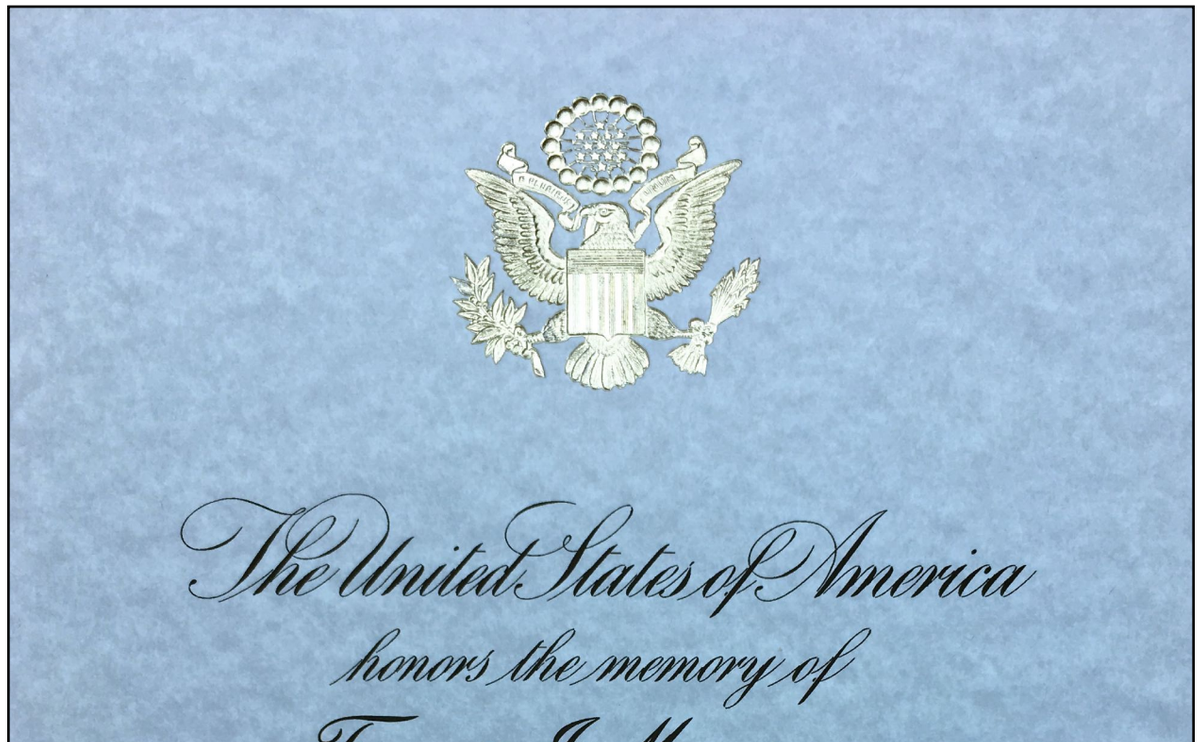




Frank in 1989



Frank passed away on 26 July 1998



The United States of America

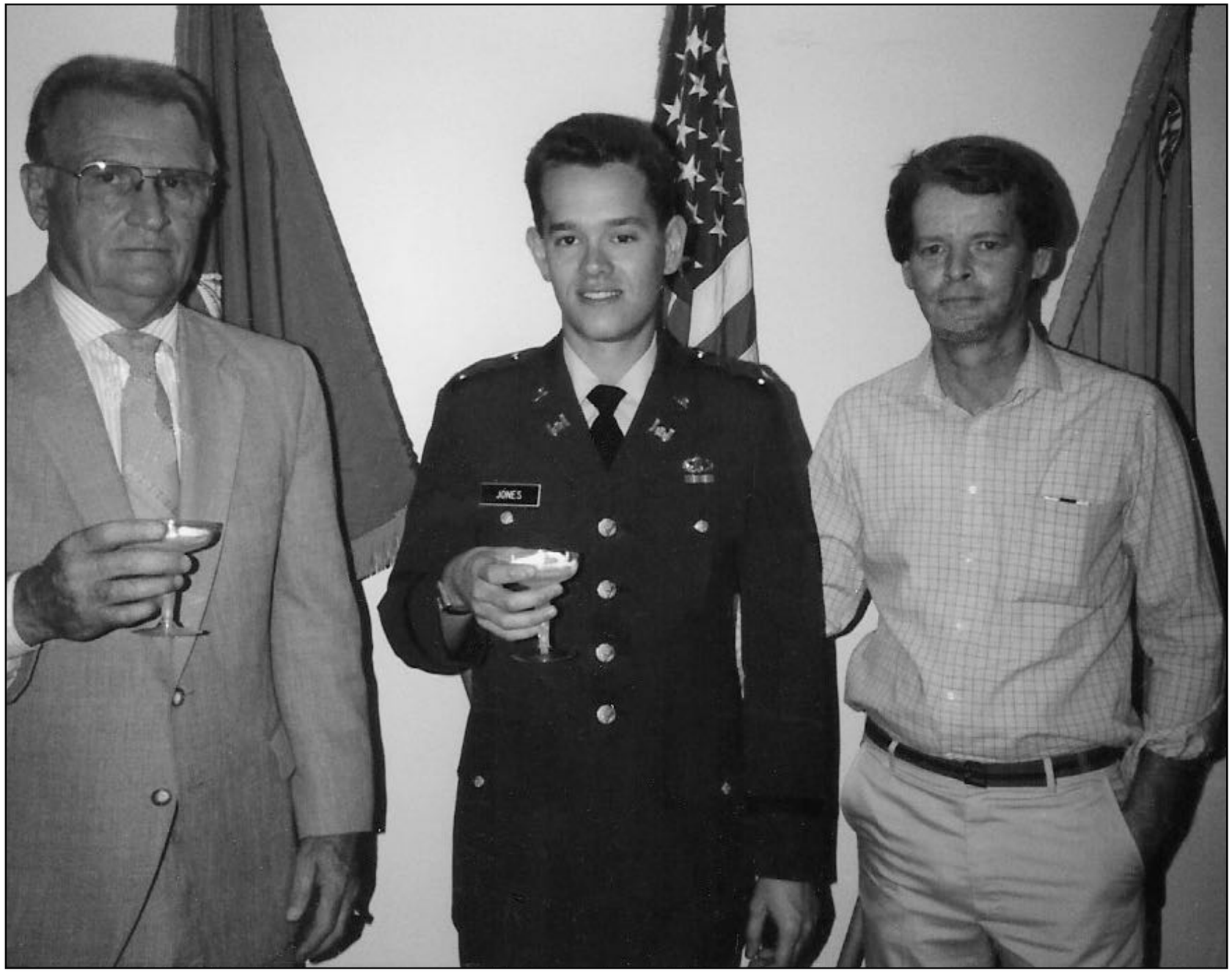
honors the memory of

Francis J. Morrissey

This certificate is awarded by a grateful nation in recognition of devoted and selfless consecration to the service of our country in the Armed Forces of the United States.

William J. Clinton

President of the United States



The commissioning of Jeffrey Frank Jones, with his grandfather, Francis J. Morrissey and father, Frank Roy Jones, at Wright State University on 26 September 1986

CHAPTER 3

The 450th Bombardment Group



450th Bombardment Group Patch

"The Cottontails"

Knight's Helmet with Wings



722nd Bombardment Squadron Patch

Angel with Wings, Halo and Playing Cards (7, 2, 2) on Cloud with Saturn and Stars Dropping Bomb

World War II

The 450th Bombardment Group (Heavy) was constituted on 6 April 1943, and activated on 1 May 1943, at Gowen Field, Idaho. The new group was moved without personnel or equipment to a temporary station at Clovis Army Air Field, New Mexico on 21 May 1943, where the command and headquarters of the group was assembled. On 5 July 1943, the group was reassigned to Alamogordo Army Airfield, which was to house the Group for all phases of training with their Consolidated B-24 Liberator bombers.

When the group was finally assembled for the first time at Alamogordo, many of the key positions in both the group and squadrons had been filled. Both officers and men arrived daily and little by little all sections were built up to full strength. Crews were allotted in groups of eight, twelve and forty-six bringing the strength finally on 24 August 1943, to seventy or full strength.

After training was completed, the 450th was reassigned to the Mediterranean Theater of Operations (MTO) in Southern Italy, arriving arriving in December of 1943. It began operations with Fifteenth Air Force in January of 1944 and engaged chiefly in missions against strategic targets in Italy, France, Germany, Austria, Czechoslovakia, Hungary,

and the Balkans until April 1945. The group bombed aircraft factories, assembly plants, oil refineries, storage areas, marshaling yards, airfields, and other objectives.

The 450th contributed to the intensive Allied campaign against the enemy aircraft industry during Big Week (20–25 February 1944) by attacking factories at Steyr and Regensburg, being awarded a Distinguished Unit Citation (DUC) for braving the hazards of bad weather, enemy fighters, and flak to bombard a Messerschmitt aircraft manufacturing factory at Regensburg on 25 February.

The group received a second DUC for a mission on 5 April 1944, when the it fought its way through relentless attacks by enemy aircraft to bomb railroad marshaling yards at Ploesti, Romania. The group also struck such objectives as enemy defenses, troop concentrations, bridges, and marshaling yards in support of the Invasion of southern France.[1] It operated from Poltava Airbase, near Kiev in the Soviet Union, to support the advance of Russian troops in the Balkans as part of Operation Frantic, and supporting the United States Fifth Army in the Allied effort in Italy.

The group redeployed to the United States during May. Many personnel were demobilized upon arrival at the port of debarkation; a small cadre of key personnel was formed and the group was then established at Harvard Army Air Field, Nebraska

in July[citation needed] and the unit was redesignated the 450th Bombardment Group, Very Heavy in July and was equipped with Boeing B-29 Super Fortresses and programmed for deployment to the Pacific Theater.

The Japanese Capitulation in August made the group redundant to Air Force requirements and the unit was demobilized, and the unit was inactivated on 15 October 1945.



B-24s of the 450th Bomb Group Flying over Italy, 1944

Lineage

- Constituted as 450th Bombardment Group (Heavy) on 6 April 1943

Activated on 1 May 1943

Re-designated 450th Bombardment Group, Very Heavy on 26 July 1945

Inactivated on 15 October 1945

Re-designated 450th Fighter-Bomber Group on 23 March 1953

- Activated on 1 July 1954

Re-designated 450th Fighter-Day Group on 8 March 1955

Inactivated on 11 December 1957

Re-designated 450th Bombardment Group, Heavy on 31 July 1985 (remained inactive)

Assignments

- II Bomber Command, 1 May 1943
- 47th Bombardment Wing, 20 December 1943 – 12 May 1945

- 20th Bombardment Wing, c. 26 July – 15 October 1945
- 450th Fighter-Bomber Wing (later Fighter-Day Wing), 1 July 1954 -11 December 1957

Stations

- Gowen Field, Idaho, 1 May 1943
- Clovis AAF, New Mexico, c. 21 May 1943
- Alamogordo AAF, New Mexico, c. 8 July – 20 November 1943
- Manduria Airfield, Italy, 20 December 1943 – 12 May 1945
- Harvard AAF, Nebraska, c. 26 July – 15 October 1945.
- Foster AFB, Texas 1 July 1954 – 11 December 1957

Components

- 720th Bombardment Squadron (later Fighter-Bomber Squadron, Fighter-Day Squadron): 1 May 1943–15 October 1945; 1 July 1954 – 8 August 1955; 1 July 1958 - 11 December 1957

- 721st Bombardment Squadron (later Fighter-Bomber Squadron, Fighter-Day Squadron): 1 May 1943–15 October 1945; 1 July 1954 – 11 December 1957
- 722nd Bombardment Squadron (later Fighter-Bomber Squadron, Fighter-Day Squadron): 1 May 1943–15 October 1945; 1 July 1954 – 11 December 1957
- 723nd Bombardment Squadron (later Fighter-Bomber Squadron, Fighter-Day Squadron): 1 May 1943–15 October 1945; 1 July 1954 – 11 December 1957

Aircraft

- B-24 Liberator (1943–1945)
    - B-29 Superfortress (1945)
    - F-86 Sabre, 1954–1955
- F-100 Super Sabre, 1955–1957

Source:

http://en.wikipedia.org/wiki/450th_Bombardment_Group

Accessed 22 April 2014


IN HONOR OF THOSE WHO SERVED WITH THE
450th BOMBARDMENT GROUP (H)
ITALY 1943 - 45 WORLD WAR II
15
SQUADRONS
720th 721st 722nd 723rd
"THE COTTONTAILS"
DISTINGUISHED UNIT CITATIONS
RIBOENSBERG FEB 25th 1944
PLOESTI APR 5th 1944
1505 MEN OF THE 450th GROUP WERE
KILLED OR MISSING IN ACTION

IN HONOR OF THOSE WHO SERVED WITH THE

450th BOMBARDMENT GROUP (H)

ITALY 1943 - 45 WORLD WAR II

SQUADRONS

720th 721st 722nd 723rd

“THE COTTONTAILS”

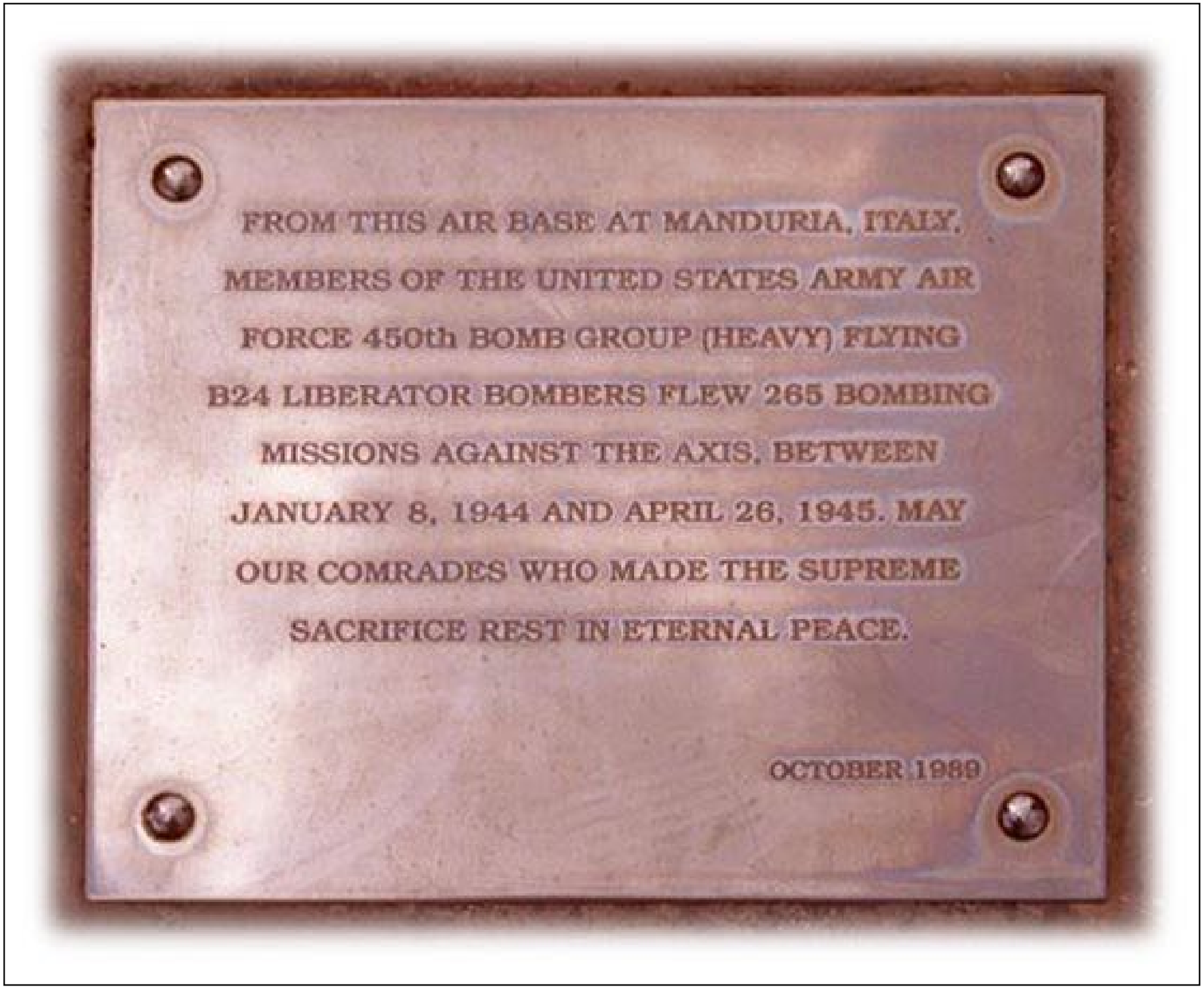
DISTINGUISHED UNIT CITATIONS

REGENSBURG FEB 25th 1944

PLOESTI APR 5th 1944

1505 MEN OF THE 450th GROUP WERE

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FROM THIS AIR BASE AT MANDURIA, ITALY,
MEMBERS OF THE UNITED STATES ARMY AIR
FORCE 450th BOMB GROUP (HEAVY) FLYING
B24 LIBERATOR BOMBERS FLEW 265 BOMBING
MISSIONS AGAINST THE AXIS, BETWEEN
JANUARY 8, 1944 AND APRIL 26, 1945. MAY
OUR COMRADES WHO MADE THE SUPREME
SACRIFICE REST IN ETERNAL PEACE.
OCTOBER 1989

FROM THIS AIR BASE AT MANDURIA, ITALY,

MEMBERS OF THE UNITED STATES ARMY AIR

FORCE 450th BOMB GROUP (HEAVY) FLYING

B24 LIBERATOR BOMBERS FLEW 265 BOMBING

MISSIONS AGAINST THE AXIS, BETWEEN

JANUARY 8, 1944 AND APRIL 26, 1945. MAY

OUR COMRADES WHO MADE THE SUPREME

SACRIFICE REST IN ETERNAL PEACE.


DA QUESTO AEROPORTO DI MANDURIA, NEL
PERIODO TRA L'8 GENNAIO 1944 ED IL 26
APRILE 1945 EQUIPAGGI DEL 450° GRUPPO DA
BOMBARDAMENTO PESANTE DELLA "ARMY AIR
FORCE" DEGLI STATI UNITI D'AMERICA,
EFFETTUARONO, CON I BOMBARDIERI B24
LIBERATOR, 265 MISSIONI DI GUERRA CONTRO
LE FORZE DELL'ASSE. POSSANO I NOSTRI
COLLEGHI CHE FECERO IL SUPREMO
SACRIFICIO RIPOSARE NELLA PACE ETERNA.

DA QUESTO AEROPORTO DI MANDURIA, NEL PERIODO TRA L'8 GENNARIO 1944 ED IL 26 APRILE 1945 EQUIPAGGI DEL 450th GRUPPO DA BOMBARDAMENTO PESANTE DELLA "ARMY AIR FORCE" DEGLI STATI UNITI D'AMERICA, EFFETTUARONO, CON I BOMBARDIERI B24 LIBERATOR, 265 MISSIONI DI GUERRA CONTRO LE FORZE DELL'ASSE. POSSANO I NOSTRI COLLEGHI CHE FECERO IL SUPREMO SACRIFICIO RIPOSARE NELLA PACE ETERNA.

450th Bombardment Group (H)

Activation Through Mediterranean Campaign

Published By

COTTONTALES

Italy, May 1, 1945

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(photographer)

A Message From The Group Commander

The conclusion of one of the war's most important and difficult fronts brings to a climactic close the combat operations of the 450th Bombardment Group in Italy. I am deeply gratified to have participated with you in the brilliant strategy conceived by our leaders. The successes that we have achieved have been the result of concerted effort, made possible through the sustained cooperation of air and ground echelons. The brief survey that follows points out some of the highlights of our overseas activities, and marks another milestone in the history of our organization.

I take this opportunity to express my sincerest appreciation to all officers and enlisted personnel for their fine work as we enter another chapter in the history of this struggle.

E.R. Jacoby

Col., Air Corps,

Commanding.

Historical Resume

Activation:

General Order No. 68, 22 April 1943, Hq 2nd AF, Ft. George Wright, Washington, officially activated a new group to be known as the 450th Bombardment Group (H) on 1 May 1943, at AAB, Gowan Field, Boise Idaho. Twenty-one days later a paper transaction transferred the 450th to the AAB in Clovis, New Mexico. The key personnel was assigned on this base, and Captain William G. Snaith issued Order No. 1 assuming command until 12 June when Colonel John Stuart Mills arrived to take formal command of the group.

School of Applied Tactics:

On 16 June 1943, the key personnel, together with four model crews, were sent to the School of Applied Tactics in Orlando, Florida where they spent a month learning some of the more practical aspects of heavy bombardment. At the conclusion of their schooling, they returned to the AAB in Alamogordo, New Mexico, where other members of the 450th complement has already begun to arrive from all parts of the

United States. Another sister group, the 449th, was to train on the same field, and they too had arrived simultaneously.

Setting up Camp:

The first thing done upon arrival was to set up camp for the four squadrons, known as the 720th, 721st, 722nd, and 723rd respectively. Banging hammers and rasping saws gave every indication that the young group would become one of the most building minded out-fits in the Army Air Forces. In record time they had school rooms, briefing rooms, orderly rooms, offices, shops set up to begin their ground training. Maps were put up, benches were made, and all sorts of visual aides and training devices were invented by the ingenious department members. By the first of August they were ready to start their ground training.

Ground School and Flying:

The Schools Officers prepared a complete schedule for all three phases of ground school, ranging from Intelligence to Armament. All effort and time was devoted to training for overseas duty with the result that by the middle of September, 24 crews were well on their way to third phase. On that date, the B-24 Mobile unit of the TTC

arrived to prepare the combat and ground crews in their respective line of work. A continuous schedule running from 0700 and through 1800 was put into effect with a telescoped program that put the personnel through third phase as well by the end of October. Leaves and furloughs were given to all in anticipation of an overseas movement, and physical fitness was brought up to 100%.

Despite the stepped up program, most everyone found time to run to El Paso for a bit of diversion during which they managed to cross the Mexican border into Juarez for a few bottles of "Carta Blanca" and a steak dinner. Anything else outside of this purely exaggeration.

Preparation for Overseas Movement:

The moth of October saw the end of Ground Training Program and by November the first practice formation flights were flown to the nearby cities in western Texas and Oklahoma. On 10 November 1943, the POM arrived in Alamagordo and gave the word that sent the 450th air echelon on its way to the staging area in Herington, Kansas on the 20th of November.

The processing in Herington took around ten days, at the conclusion of which the echelon flew to West Palm Beach, the last stop in continental United States. There were poker games, dice and mixed drinks in addition to a bit of sight seeing all along the way, but the crews were eager to keep moving in anticipation of their new assignment.

On to Brazil:

From Florida, the Liberators fanned out over the Lesser Antiles, some going directly to Atkinson Field in British Guiana, others to Trinidad's Waller Field, but the majority stopped at Borinqnan Field in Puerto Rico. The latter was the highlight of the trip insofar as accommodations and beauty was concerned. The South American coast was next with its teeming jungle and the wide Amazon. Belem and Fartaleza were the next stops followed by Natal on the Brazilian littoral. The smell of strong coffee, toasted Brazil nuts, and fresh pineapple were in abundance as well as Swiss watches and the now famous Brazilian leather boot.

The Hop to Africa:

The hop across the southern Atlantic was without incident, except for the surprise visit of President Roosevelt on his way back from a conference in northern Africa. When the weather lifted in Algeria, the crews left the Senegal and arrived in Marrakech. This was the first interesting foreign city in Algeria. Those who spoke French were able to bargain with the french speaking Arabs, and the rest were content with looking at women who displayed only their eyes over their veiled faces.

General Arnold Speaks:

By now everyone knew that the destination of the 450th was Chateaudun de Romel near Tulergma, but Captains Quinn and Campa happened on the airport just as General Arnold arrived, and in the conversation that ensued, the General informed the officers that they would spend two days in Chateandun and proceed to Italy. The General seemed to know what he was talking about, for after two days stay in the little village those who were there started to Manduria but were forced down in Tunis. By now the air echelon has scattered all over Africa. Some were in Casa Blanca, others in Agadir, but all knew their destination.
Excusez Moi!

Lt. Wagner was a very surprised pilot when a Frenchmen landed his plane on top of his Liberator. No one was hurt, but later in the day an Arab darted across the path of Lt. King's plane as it taxied out and a prop sent him to Allah. In due time, beginning with the 20th of December, the 61 planes and 70 crews arrived in Manduria with the exception of Lt. Cordage and his crew who failed to make up the mountain pass and are now buried in Constantine.

"Sunny Italy"

Down in the heel, both literally and figuratively, of Italy where Hannibal once watered his elephants, stands the ancient city of Manduria. Ten kilometers to the north on a solid rock promontory, the city of Oria with its high-walled castle of Roman days over-looks the countryside were the 450th was to spend a year and a half.
Six inches of mud for a runway, a few dilapidated, vermin-infested barracks of the defunct Italian Air Force and a two century old olive grove was the airport from which the 450th would soon begin operations. The first plane landed on December 20th in a heavy drizzle, and the rain continued almost daily for several months.

Ground Echelon Arrives:

The ground echelon left Alamogordo the day after Thanksgiving and travelled by train to Newport News, where it embarked on the 4th of December. They split into three parties. The 720th Squadron and Headquarters left on the "Stanley Baldwin," and after an uninteresting and crowed trip, punctuated by their introduction to "C" rations, they arrived at the port of Bari on New Year's Eve. The 721st and the 722nd reached Italy on the "Bret Harte" and disembarked in Naples two days after Christmas. The battle-scarred University of Naples was their first stopping place. Seven days later they arrived by convoy into Manduria. The 723rd took a longer route via Sicily where they learned early the art of trading with the Italian peasants. By the time they arrived, on 15 January 1944, the group had already flown six missions.

Lake Manduria:

With the arrival of the entire complement, the squadron areas were promptly set up. So many square yards of olive trees and a share of the mud and quagmire was the location allocated to each squadron. The accumulation of water augmented by the incessant rains came to be known as "Lake Manduria" and many a brave jeep stalled in

an attempt to cross it. High ground for pup tents was at a premium, but the ingenious soldiers lost no time in discovering the building virtues of Italian tufi rock blocke.

Vini, Bambiui and Fichi:

Signs in the nearby villages announced the one unlimited commodity: vino, dark red wine of dubious vintage. Ragged urchins crowded around the Americans with the characteristic greeting of: "Allo, Joe, sigaretta?" Figs or fichi were also in season, but the dried fruits name soon developed into a less edible but more marketable product.

Building Room:

The four squadrons assigned to their respective areas proceeded to put up their installations and private quarters. Lumber, nails, and roofing were the most difficult items to procure in southern Italy. The German Luftwaffe had sunk 18 supply ships to Bari Harbor, destroying most of the supplies which would have been available to units of the 15th Air Force.

Early in January it was discovered that the Italian Admiral in Taranto was able to release Italian stores to the American Army. Requisitions and chits were put through

channels and in a week's time the building boom was on. Thousands of feet of lumber, tin, nails, light bulbs, wire and seven Diesel generators were brought to camp. Other supplies were acquired from English Army and Navy sources. By the end of the year, several tons of materials, including cement, were safely stored in the 450th warehouses.

The construction of officers's clubs, day rooms, mess-halls and office buildings was given priority, and before long the original quagmire referred to as "Lake Manduria" had been transformed into an area which the I.G. declared to be a "model for the entire Air Force."





The furnishings secured from the Italian Air Force was a nucleus around which grew the comfortable furnishings to be found later in the clubs or the 450th. Nothing was spared by the Commanding Officers that could improve the living conditions in the otherwise dreary flats of southern Italy. Each club boasted a bar, railing and all, and some of the areas went so far in their dressing up program that the First Combat Camera Unit made several movies of them.

When it came time to build a Base Aid Station, the specifications were made to conform to other buildings on the base. As a result, the station turned out to be a two-wing hospital with wards, dispensaries, operating room, X-ray room , and private offices. Instead of a wood structure it was a neatly plastered, cement floored, tufi building with all modern plumbing facilities.

"Cottontails"

Early in combat the 450th earned the name by which it became known in the Mediterranean Theater and in the United States. The white rudders of the big tailed Liberators were spotted by the German Luftwaffe when the 450th led the devastating attack against the Prufening Aircraft Factory in Regensburg, Germany on 25 February 1944.

Smarting under the blows of the 450th bombing, "Axis Sally," better known to the air-men as the "Berlin Bitch," came on the air that night with a threat and a warning to "The White-Tailed Liberators." On subsequent bombings over Germany, hundreds of ME-109s and FW-190s ,supported rocket firing JU-88's, attacked aggressively, knocking down several 450th bombers. From Berlin came the gloating voice of Sally: "How did you like it, white-tailed Liberators?" From 'white-tails' the obvious nickname of "Cottontails" developed in Disneyian fashion and under that battle name the 450th helped to change the mellifluous voice of Sally into a dying groan.

Operation Digest

The 450th Bomb Group commenced combat operations on the 8th of January 1941, dispatching 20 Liberators to attack the Mostar Airdrome in Yugoslavia. The first really successful mission , however, was flown against Pisa on the 18th of January, and by the following month the group was in the big leagues. During the next fifteen months until the final operational effort on April 26, 1945, the group flew a total of 265 accredited missions against a variety of target throughout Nazi-occupied Europe.

From the little village of Manduria in the heel of Italy, 450th bombers fanned out over a vast perimeter extending from Toulon, France to the Black Sea. Cottontail crews have seen action in the skies above Northern Italy, Yugoslavia, Greece, Albania, Bulgaria, Rumania, Czechoslovakia, Hungary, France, Austria and Germany. Both strategically and tactically, the 450th played a forceful part in weakening the Nazi war effort, striking effective, long range blows at enemy communications, industry and oil resources, blasting gun positions, observation points, vehicles and troop concentrations in direct support of Allied ground forces.

"Breaking the Back of the Luftwaffe"

The week beginning 20 February 1944, has been described by General Arnold as one which broke the back of the Luftwaffe. The 450th participated in three major attacks during this historic week, smashing at the ME-109 Aircraft Factories at Regensburg, Germany and the Aero-Engine Works at Steyr, Austria. Other high priority aircraft factories were hit several months later by the 450th, including those at Wiener Neustadt and Schwechat, Austria, Budapest, Hungary, Munich and Friedrichshafen, Germany.

"Operations Strangle"

During the Winter of '44 rail yards in Northern Italy were bombed with regularity. Hitting Ferrara and other key transportation centers, the group helped to keep from the German forces the necessary supplies for a counter-attack against our troops fighting in the bitter mountains north of Naples.
When the daring landing at Anzio was conceived, heavies were given a vital role to play and the 450th severed its share of railroad lines leading into Rome and neutralized airfields from which the Luftwaffe might have interfered with the landing operations.

"The Battle of Ploesti"

Early in April, rail hubs servicing the Germans in the east assumed top importance, as the Soviet armies prepared to launch the drive that swept them through the Balkans. On successive days, the 450th took part in assaults on the Budapest, Bucharest and Ploesti Marshaling Yards, leading the entire 15th Air Force on the latter mission, which was the opening round in the Battle of Ploesti.

Pisa 18 January 1944

Budapest Marshaling Yard
3 April 1944.

Through the spring and summer, strategic bombing concentrated on the number one resource for the Wehrmacht war machine - Oil! Again and again, the Ploesti fields and refineries were hit, despite the heaviest flak barrages encountered anywhere and despite skillful smoke screening. The 450th contributed materially to the depletion of Ploesti's productive capacities, which presented more than one-third of the oil available to the Nazis.

Many other important oil targets were attacked by the 450th, including the refineries at Bratislava, Czechoslavakia; Vienna and Moosbierbaum, Austria and Blechhammer, Germany.

In July, the group hammered the Manfred-Weiss Armament Works, the largest industrial installation in Hungary.

Operation Uppercut

When the Southern France invitation was launched, the 450th assisted with very effective pin-point bombing that knocked out gun installations along the shore, cut supply lines. Earlier, the submarine pens at Toulon had been severely damaged and harbor installations in Southern France successfully bombed.

All-Out on Communications

In September, the grou pbegan in earnest its pounding of communications facilities, the object of which was to cut off the German lines of retreat from Italy, Romania, Hungary, and Yugoslavia.

The "Brenner Blitz" reached a climax at Christmas time, with incessant blows leveled at the Verona and Innsbruck terminases, and tactically important railroad bridges along the Brenner Line.

After a record year of operations, the 450th entered its second year in combat by resuming all out attacks on the main Nazi communications system in southeastern Europe, an effort co-ordinated with the grand Soviet offensive through Hungary and Austria. Such vital and highly defended targets as Linz, Graz, Munich and Vienna were blasted by the 450th.

The "Cottontails" rounded out extensive service in the Mediterranean Theater in support of the final Allied offensive in Italy. When the 5th and 8th Armies launched their push into the Po Valley in April of 1945, the 450th lent 100% support, dispatching every aircraft in commission to strike at gun emplacements and trooper concentrations, and achieving 100% bombing accuracy in destroying the Legnago Railroad Bridge. It was a fitting climax to an operational career that had been marked by many outstanding combat achievements.

Bomb Tonnage

The 450th has dropped nearly 15,000 tons of bombs on German-held targets since January of 1944. Its highest montly total was 1415 tons, dropped in May of 1944. The group's highest total tonnage for a single mission was on the 15th of April 1945, when Cottontail Libs blasted gun emplacements and troop concentrations in the Bologna area with 115 3/4 tons.

Bombing Accuracy

From the point of view of bombing accuracy, that is, percentage of bombs dropped on or within 1000ft of the aiming point, the 450th has achieved an enviable record

For the past year of operations, the 450th was the outstanding group in the 15th Air Force in bombing. Figures released by higher headquarters indicate that it has been continually at or near the top since commencing combat service. The group performed the number one job in the Air Force for the following months:
August 1944 - 59.5%
November 1944 - 47.0%

December 1944 - 48.0%
February 1945 - 59.8%

Measured over six-month periods, the 450th achieved the following bombing accuracy percentages:
As of - November 1944 - 47.0% - 3rd in the 15th Air Force
December 1944 - 48.0% - 1st in the 15th Air Force
February 1945 - 59.3% - 1st in the 15th Air Force
March 1945 - 56.0% - 2nd in the 15th Air Force

On two occasions, the "Cottontails" attained 100% excellence in bombing accuracy.
A perfect pattern of bombs was laid on the Brenner Pass, Italy, 27 December 1944, and the Legnago Railroad Bridge in Italy was knocked into the Adige River 16 April 1945.
Dwelling columns of smoke cover the Bratislava Oil Refineries after an attack by 450th bombers. The mission was one of the most outstanding conducted against a high priority target.

Since October of 1944 the bombing accuracy record of the 450th for any one month has been higher than the average of the 15th Air Force

Maintenance:

The 450th, in the field of maintenance, has also ranked at the head of the Air Force. Its cumulative average percentage of aircraft operational throughout the entire period of combat is 81.8%, which is higher than the Air Force average at any time. The group's highest monthly average was 90.9%

In the month of April 1945, 450th maintenance was exceptionally high caliber. On six seperate missions, every aircraft assigned to the group was in commission. The group was 100% operational for the mission of April 15, which called for maximum support of the Allied ground forces in opening the final offensive in Italy. This all out effort was in large measure responsible for the special commendation of the Wing by Gernal Spaatz, Commanding General of all Strategic Air Forces in Europe.

Victories:

The skies over Ploesti, Steyr, Regensburg, Wiener Neustadt, and other high priority targets will always be remembered by 450th air crews as the scenes of fierce air battles with Goering's once formidable Luftwaffe.
The offically credited victory total of 450th gunners since the beginning of the group's combat operations far outnumber losses directly attributable to enemy fighters. 194 Nazi aircraft were destroyed by the 450th; 38 probable and 27 damaged.

Awards and Decorations:

In addition to hundreds of decorations presented to 450th personnel, the group itself has been awarded two Distinguished Unit Citations for outstanding performance of duty in armed conflict with the enemy
The first citation was granted in recognition of the group's heroic achievements in an attack on the Regensburg Prufening Aircraft Factory, Germany, 25 April 1944.
For superior leadership of the entire 15th Air Force in striking the initial blow against Ploesti, 5 April 1944, the "Cottontails" won a cluster to the D.U.C.

The following awards have been made to individual members of the 450th since the beginning of combat operations:

Distinguished Service Cross -1
Legion of Merit - 1
Silver Star - 65
Distinguished Flying Cross - 574
OLC to Distinguished Flying Cross - 28
Soldier's Medal - 18
Purple Hearts - 373
Bronze Star Medal - 50
Air Medal - 3023
Oak Leaf Clusters to Air Medal - 6469
Good Conduct Medal - 2417

Accomplishments of the 450th

The history of the 450th in the Mediterranean Theater of Operations has been punctuated by a series of accomplishments which have placed the "Cottontails" in a unique position in the 15th Air Force.

In many fields of activity it has led the rest of the Air Force. It initiated many innovations and improvements in housing and training; established records in maintenance and bombing.

The 450th pioneered, and many of it's ingenious practices later became S.O.P. for the Air Force.

The Group holds many "firsts" in the Air Force. The 450th was:

FIRST - To score 100% bombing accuracy; Brenner Pass, 27 December 1944
FIRST - In bombing accuracy in the 15th AAF for the months of November and December 1944 and February 1945.
FIRST - In bombing accuracy in the 15th AAF for six-month periods as of December 1944 and February 1945.
FIRST - To make a high-level attack on the Ploesti, Rumania Oil Refineries.
FIRST - Among the groups in the 15th AAF to make a daylight attack on Budapest, Hungary.
FIRST - To make full use of Italian rock "tufi" in the housing program, wih the result that great number of personnel were in permenant buildings
than that of any other group in the 15th AAF. The fine upkeep of these installations is attested by the last two wing inspections.
FIRST - Group in the 15th Air Force to build completely equipped Base Aid Station.
FIRST - And only group in the 15th Air Force to build a radio transmitting station.
FIRST - Group in the 15th Air Force to install underground telephone and power lines.

FIRST - To devise a new supply for transmitting equipment SCR 274N when used as ground installation for airdrome control purposes.
FIRST - To equip its ambulances with a two-way radio communication system with planes.
FIRST - To introduce an elongated metal handle to facilitate the use and operation of the engine control throttles in a B-24.
FIRST - Group in the 15th Air Force to take oblique photographs with a K-22 aerial camera, of possible future targets.
FIRST - Group in the 15th Air Force to install a K-22 aerial camera in the bombsight position of a B-24, which enabled photographers to take
front oblique photos of targets.
FIRST - To use balopticon projector in showing target photos, in co-ordination with A-2A bomb trainers. Bombardiers made simulated runs on
actual target photos.
FIRST - Group in the 15th Air Force to give wing navigators pin points for checkpoints by radar.
FIRST - To teach gunners position firing in Gunnery School.
FIRST - To set up mock turrets to train its gunners.

FIRST - To build and install a skeet range.
FIRST - To use electrical solenoids on training machine guns.
FIRST - To employ "glide bombing" under actual combat conditions.
FIRST - To fly last ship in the formation to train potential lead crews under actual combat conditions.
FIRST - Place in the 1944 15th Air Force Basketball Championship.

These outstanding accomplishments of the 450th were given official recognition in the report of I.G. According to the report, "the overall operational techniques of this group were, as such, being pursued in a highly effective manner... Training facilities show evidence of much initiative and labor ... The 450th has the best equipped and the best maintained bomb site shop in the 15th Air Force ... The 450th Group Headquarters is a model for the 15th Air Force."

Source:

http://www.450thbg.com/real/history/history.shtml

Accessed 22 April 2014

HISTORICAL RECORD - May 1944

HEADQUARTERS, 722ND BOMBARDMENT SQUADRON (H)

APO 520 U. S. ARMY

10 June 1944

SUBJECT: Historical Records.

TO: Commanding General, Fifteenth Air Force, Attention: Historian (through channels)

1. Unit history of the 722nd bombardment Squadron (H) for the period 1 May to 31 May 1944.

a. The present designation of the unit is 722nd Bombardment Squadron (H), 450th Bombardment Group (H), 47th Bombardment Wing (H), 15th Air Force, United States Army.

b. Changes in Organization

(1) None

(2) None

(3) None

(4) None

c. Strength, commissioned and enlisted.

(1) Month of May 1944

(a) At beginning: 481

(b) Increase: 29

(c) Decrease: -

(d) At end: 510

d. Manduria, Italy #25, Army Air Base.

e. No movement of Organization in May

f. Campaigns

(1) Italian

(2) Duration: from 2 January 1944, still in progress

g. Operations

(1) Fourteen Missions were flown for a total of 188 sorties.

(2) We attacked marshaling yards at Brasov, Romania; Piacenza, Vicenza and La Spezia, Italy and Nice and Marseille France. We twice attacked the oil refineries at Ploesti, Romania. A mission was attempted against a railroad bridge near Latisana, Italy and since that target couldn't be reached the railroad bridge near Montesilvano, Italy was bombed. One mission was flown against enemy troop concentration near the Anzio Beachhead. Two against an airdrome near Wiener Neustadt, Aus-

tria; and one against the aircraft component factory in the same area. Two missions against Port Installations at Porto San Stefano, Italy.

(3) On 29 May 1944, an important mission was flown, our objective was to destroy the airdrome installations and aircraft assembly plant and also to relieve the aerial pressure the Germans had against the Partisans, in Yugoslavia. The target was the Wollensdorf Airdrome, near Wiener Neustadt, Austria. The target was well hit and the pattern was good.

On 30 May 1944, our formation was jumped by 15-20 Me 109's when they returned on this date to the Wiener Neustadt area. The attacks were from 6 o'clock level and high. All the attacks were aggressive and most of them single and closing into 50 yards. The target was well hit. Lt Bruner and crew went down to enemy fighters on this mission. The P 51's put in a belated appearance and ended the battle in short order.

h. Losses in Action

On 12 May 1944, on the raid against the harbor installations at San Stefano, Install, Italy, the following men were missing in action. Lts Smith, Carl L; Craven, Albert D; Cornelius, Willard M; Farrar, Edwin R.; S/Sgts Nally, John M,; Payne, Langeton; Janzen Herbert; Sgts DeBlois, Joseph N; Courlay, Bernard W.; Wells Jr. James E.; Lts Word, J.C.; Bertling, Norbert T; Garret, Edward F; Werner, John M; T/ Sgts Spector, Morris; Beightol, Harry M; S/Sgts Shirley, James G.; Whitley, Loyd: Boaz, Paul D.

On 24 May 1944, to bomb the Wollensdorf Airdrome at Wiener Neustadt, Austria. The following men were missing in action: Lts Chrestia, August A.; Hendricks, James W; Cook, Harold E Jr; Isaak Andrew; S/Sgts Ferguson, Wm C. Jr; Jones, Arthur W. Jr; Cpl Mikolajczk Albin S; Pfc Bilik, Paul F; S/Sgt Morris, Robert P; Cpl Galvao, Manuel J.

On 29 May 1944, on mission to bomb the railroad installations at La Spezia, Italy, the following crew was missing in action. Lts Shain, Layman E; Hayward, Richard E; Lehrer, George; Cupo, Frank J; S/Sgts McMorrow, James R; Medinger, Robert L; Sgts Bell, Arthur A. Jr; Russo, Giovanni; Whipple, Earl F; Shaffer, John.

On 30 May 1944, on a mission to bomb the Wollersdorf Aircraft Factory in Austria, the following crew was missing in action: Lts Bruner, Tommy F; Morrissey, Francis J; Parr, Harry E Jr. Gross Edwin; T/Sgt Jones, Dee R. Jr; S/Sgt Cain, Richard J; Engle, Chas. D; Pine, Arthur W; Sgts Josephson, Harland F; Mielke, Wallace J.

On 31 May 1944, on a mission to bomb the oil refineries at Ploesti, Romania the following crews wer missing in action. Lts Schaeffer, Gerald L; Marker, Herbert J; Friedber, Alan; F/O Looney, Temple O; S/Sgts Vasquez, Martin; Larson, Orville H. Sgts LaCome, Alex F; Paul, Thomas F; Jarvis, Marvin W.; Werner, Norman

C.; Lts Barrett, John F; Smith, Arthur L; Dunn, Jackson F; Scherer, John P.; S/Sgts Poffinberger, Ralph L.; Hankins, Irwin M; Madera, Aurelio; Major, Robert R; Smith, Clair C.

2. Enclosed is the War Diary of this unit for the period 1 May 1944, to 1 June 1944.

For the Commanding Officer:

JULES J. L. HESSEN

1st Lt., Air Corps

Squadron Historian

1 Incl. War Diary

DIARY of the 722nd BOMB Sq. (H)

MONTH of MAY

May 1

The weather was bright and cool but there was no mission today. There were two practice missions flown to acquaint the new crews with the tactics employed here and to give them practice in formation flying. Today was "Defense Day" and all personnel were walking around as if they just returned from the front and were ready to leave I in a few hours. A target identification lecture was given by Lt. Chronister to the bombardiers. The movies today were "Battle for Britain" and "Swing Out the Blues." The Group celebrated its first anniversary today.

May 2

There was no combat mission flown today. The crews were briefed at 0700 for a practice mission. There were six boxing bouts on in the evening at the 450th ring.

May 3

Another practice mission was flown today. Col. Mills emphasized the fact that formation flying was of the utmost importance. There was a Group formation in front of Group Headquarters. Col. Mills was awarded the Silver Star, Col. Gideon and Lt. Courtwright were awarded the Distinguished Flying Cross and Captain McQueen was awarded the Air Medal. Many of the crews received the Purple Heart award. The theater in Oria featured "The Black Hills Express."

May 4

The mission planned for today was that "Old Favorite" Ploesti, Romania but the mission was scrubbed shortly after takeoff and the planes returned to the base. The weather in this area is beautiful today, a good many of the boys can be seen wearing suntans already. In the afternoon all personnel exercised in a close order drill, What Fun!

May 5

Ten of our planes took off at 0800 to bomb the Oil Refinery at Ploesti, Romania. The target was completely obscured by smoke making it difficult for the bombardiers to make their sightings. About thirty minutes past the target a huge smoke column rose to 12,000 feet indicating that an oil storage tank was hit. The formation encountered intense, accurate flak and also numerous fighters. There was a show in town "The Falcon Meets Danger." A few of the gunners completed 50 missions today and were put on rotation, without a doubt the morale of the crews was bolstered by that.

May 6

The crews met for briefing very early this morning and took off at 0800 to bomb the marshaling yards at Brasov, Romania. The results were good and there was a large concentration of bombs in the target area. The flak today was medium, inaccurate and heavy and there were no encounters with enemy aircraft. All planes and crews returned safely to base at 1700. Informal bell games are a daily occurrence now that the weather is so befitting.

May 7

A mission was planned today and the planes took off but returned early due to bad weather. The Soldiers Medal was awarded to M/Sgt Merritt today for having saved a burning aircraft on the line at the risk of his own life. There were Church Services held this morning and the attendance was quite large. The boxing matches scheduled for this evening were cancelled until tomorrow due to adverse weather.

May 8

There was no briefing or mission today due to bad weather. Practice bombing and gunnery missions were flown by the new replacement crews. The Intelligence section gave lectures today to the entire group on Russian Aircraft and their capabilities. A lecture on Escape Proceedings was also given. The movie that was on today was "Reveille with Beverly" and was very good.

May 9

Briefing was scheduled for 1100 for Wiener Neustadt today but was cancelled due to weather. Beer was part of this weeks rations, one quart of Italian beer, even that taste good. There was a U.S.O. Show presented at the theater in Oria. It was well attended and found to be very good. Helen Young, formerly with Johnny Long's band stole the show by far.

May 10

Eleven of our planes took off in what appeared like nice weather to bomb Wiener Neustadt but turned back after several hours due to bad weather. All the bombs were "fed to the fish." There was no movie tonight due to the Italians having a fiesta in Oria.

May 11

There was no mission today. Maximum maintenance was ordered. Engineering was told that every available plane would fly tomorrow. Briefing was held at an unusual hour, 2000 for tomorrows mission. Wild speculations are going on throughout the Squadron. The PX rations are improving, there was a fine array of candy and an abundance of cigarettes for all.

May 12

The crews had their briefing last night for the mission today. The target being the harbor installations at San Stefano, Italy. The target was covered with an excellent concentration. This morning the formation was routed to fly up to and just behind the front lines to help bolster the morale of the front line soldiers. Today was our first "Double Header"! At 1200 the crews were briefed and the planes took off at 1300 but the mission was called off before the planes were entirely off the field. The movie in town today was "Beautiful but Broke." On arrival back to the base all looked like they took a flour bath due to the abundance of dust.

May 13

The "White Tails" were again airborne this morning to bomb the marshaling yards at Piacenza, Italy. A good concentration of hits were scored in the target area with many hits at the choke point and large fires were started. The boys sure were happy when

they landed and little wonder – no flak, no enemy fighters and a perfect bomb pattern to go with it. The formations again flew over the front line to show the boys about there that the Air Force is feeding the "Jerries" plenty.

May 14

The target for today was the marshaling yards at Vicenza, Italy. The Mission wasn't too successful. Navigation was poor the mission was poorly run and it is doubtful if any of the bombs hit the target. There were church services held this morning and a large crowd was present to observe Mother's Day. Colonel Mills addressed a formation of the ground echelon and congratulated and thanked all for the excellent job they are doing. He also read messages of commendations that the Group received. The 47th Wing established a beach and the entire personnel are taking advantage of if and are might pleased with it.

May 15

There was no mission today. Practice formations were flown. The day was beautiful and a good deal of the personnel took advantage of it by going down to the beach for a swim. The movie today was "His Butlers Sister" starring Deanna Durbin. The men seemed to like Deanna Durbin.

May 16

No mission today. The weather was beautiful. The blue Italian skies sure provide an excellent ceiling for bathing. Lectures on Escape Procedure were given to the combat personnel by an Air Force Representative.

May 17

The target for today was the harbor installations at port San Stefano. Colonel Mills led a fine mission today. The pattern was good and the target was well hit. The flak was not effective and a good many attribute it to the fact that Col Mills did a good job of

evading it. Another excellent mission for the White Tails. The movie today was "Action in the Arabia." The usual large crowd was present but all are awaiting anxiously the opening of he open air theater here on the base. A solution to eliminating the trip to Oria and being covered with dust.

May 18

The briefed target for today was the Oil Refineries at Ploesti, Romania. Very bad weather was encountered about an hour before the target. During the afternoon most of the men could be found down at the 47th Wings' private beach, swimming, playing baseball or football or just taking things easy and getting a good suntan.

May 19

The weather today was not too ideal for flying but the group was ably led by Lt. Col. Gideon. The target was Spezia in Northern Italy and briefing was at 0430. It was another red letter day for the 450th. The bombing results were excellent with a large concentration on bombs on the marshaling yard and choke point with hits also on the gas works, oil storage area and building adjacent to the marshaling yard. Many fires were observed as the planes left the target. "The Bridge of San Luis Rey" was shown at the theater in Oria.

May 20

Today was an off day all around. A stand down was scheduled and the weather was anything but nice. Intermittent rain showers during the entire morning and afternoon. Things ran along in the squadron in the same usual manner.

May 21

Another missionless day. Thee stand downs are permitting a good number of men to catch up on their sack time. There were five good bouts put on at the Manduria Arena and at least a thousand people attended. The colored boys from the M.P. detachment took an active part and each and every bout was a fine one.

May 22

The mission for today was an important railroad bridge at Latisana, Italy. The target was completely obscured by clouds and the planes circled the target may times hoping to find an opening but being unsuccessful they went on to bomb an alternate. All of our ships returned safely to base. At last the outdoor theater was opened tonight. There was a large crowd present but there was still plenty of room. The picture was "Sweet Rosie O'Grady" starring Betty Grable. Special Services is to be commended on doing such a fine job on the theater.

May 23

Our ships took off at 0730 to bomb troop concentrations in the Grattaferrara area. This was in support of the Anzio Beachhead. Due to cloud coverage the extent of damage could not be estimated. The "G.I. Movies" scheduled for tonight were called off due to rain. Special Service was sorry that they did not have rain checks.

May 24

The target for today was the Wollensdorf Airdrome at Wiener Neustadt, Austria. The results were not too successful, they did not meet up with any escort and they were jumped by enemy fighters before the target. The Group lost quite a few planes today. In the evening a thriller was held at our theater entitled "The Uninvited." It was a mystery show and proved to be very entertaining. The evening was cool and damp. Everyone is in favor with the outdoor theater and the crowd attention is quite large.

May 25

Porto Marghera Oil Storage Installations in Northern Italy provided the target for today. There were two aiming points today and both were well hit. The "Cotton Tails" did it again. Everyone remarked that the barbecue was very well prepared. Take a bow Dave Hettleman of the Red Cross.

May 26

The crews were briefed this morning at 0400 and took off at 0630 to bomb the marshaling yards at Nice, France. The target was very well hit with an excellent pattern. Many of the boys went to the beach this afternoon. We wonder if the rumor that many were caught with their pants down when some nurses came on the beach is true. The movie tonight was "Mr Big". Due to the fact that the sound track wasn't very good the picture wasn't enjoyed very much.

May 27

The mission for today was the marshaling yards at Marseille, France. The target was obscured by smoke of other Groups bombs but we hit the aiming point anyway. Flak was encountered from the I.P. to the target and many a ship was holed. When the fact that there was going to be a stand down the following day was announced, it seemed like a mild holiday spirit got into the blood of all.

May 28

The program for today was maximum training and maintenance – no mission. It was a beautiful day and church was well attended. The beach was well attended also during the morning and afternoon as well as the evening.

The usual Sunday evening boxing bouts were held and the card and many a good bout on it. At 2300, the air raid siren sounded. Everyone immediately proceeded to their shelters. Flashes could be seen in the distance. It was later confirmed that it was only one German plane.

May 29

The ships took off at 0600 to bomb the Wollensdorf Airdrome at Wiener Neustadt, Austria. Due to the bombing of other groups the aiming point was obscured by smoke. The lead bombardier caught a glimpse of the hanger in the target area and as a result the bombs were dropped in the target area causing considerable damage. In the evening while the move going crowd was enjoying "Lost Angel" with Margaret O'Brien, the "krauts" put in an appearance again. The jerry was very obliging and came over during the change of reels. The audience sought shelter to sweat him out and after the all clear returned to the theater.

May 30

The Memorial Day Mission was to Ebreichsdorf, Austria to destroy the aircraft component factory. The formation was attacked by about 20 German fighters that were scared away when the P-51's put in an appearance. The target was not hit and all seemed a little disappointed. In the evening there were movie shorts shown that were interrupted by an air raid alert.

May 31

There was an early briefing this morning – 0430. The target was Ploesti, Romania. Lt. Col. Gideon led the formation. The target was very effectively screened off by smoke, but huge fires were started and black smoke was observed making it evident that the target was hit. Interception was attempted but all returned safely to base except Lt. Schaeffer and Lt. Barrett's crews. In the evening "Courageous Women" was shown. The picture was a little too false to make it good, at least in the eyes of an overseas Group. There were a lot of pretty women in it though so that helped to make up a bit for it.

JULES J. L. HESSEN

1st Lt., Air Corps,

Squadron Historian

Source:

http://www.450thbg.com/real/history/722/may.shtml

Accessed 22 April 2014

HEADQUARTERS

450TH BOMBARDMENT GROUP (H) AAF

APO-520

US ARMY

S-2 NARRATIVE REPORT

MISSION DATE: 30 MAY 1944

MISSION NBR. 77

TARGET: Ebreichsdorf, Austria - Aircraft Factory

I. CHRONOLOGY

Thirty-eight B-24 type aircraft took off at 0630-0656 to bomb the Ebreichsdorf Aircraft Factory. Thirty aircraft dropped 75 tons of 500 lb G.P. bombs in the target area from 20,000 - 23,000 feet at 1030-1038 hours. Three aircraft returned early. Two aircraft jettisoned 50 tons: one jettisoning 2 ½ tons inn open field to the right of I.P. because of inability to stay with formation with full bomb load and the other jettisoning 2 ½ tons near Bad Voslau Airdrome because of damage to its electrical system from flak. Two aircraft were missing and one aircraft down at a friendly field.

II. ROUTE AND ASSAULT

II. ROUTE AND ASSAULT Rendezvoused with 449th Bomb Group on course to San Vito D' Normanni at 0721. The 449th was one minute late and therefore trailing 450th Bomb Group instead of leading. Thence to Biograd where rendezvous with 30 P-38's was effected at 0850 hours, to Ostarlje, to Litya, to Zeltweg where P-38 escort withdrew at 1000 hours, to Guszwerk to I.P. (Altenmarkt). Here the first and second attack units were separated by the 449th coming between them. The first attack unit turned inside

the I.P., swung into bomb run on axis of attack of 100 degrees. The second attack unit, forced to deviate from its briefed run made a 180 degree turn and a run over the target on an axis of 290 degrees. Hence, reforming, to Szombathely to Vrbeoveg to Drvenik to base.

III. RESULTS

Photo coverage revealed no burst on aiming point. There were approximately 20 bursts on highway and small buildings; many bursts in the triangle formed by two highways branching out and extending south. A concentration of bursts 1500 to 2000 feet southeast of target and ten bursts in the region of Bad Voslau.

IV. ENEMY RESISTANCE

A. Fighters: The formation was attacked by 15-20 ME-109's, 1 JU-87 and 7-10 JU-88's at 1110-1137 hours from 13,000 - 18,000 feet after leaving the target and after apparent withdrawal of escorts. 16 assaults were made, very aggressively: from 6 o'clock level and high, from 3 and 4 o'clock low and some coming in two abreast splitting high and

low and closing in to within 50 yards. Some ME-109's were silver and crosses on fuselage, wings and tail and some were silver with white tails.

First Attack Unit: No encounters.

Second Attack Unit:

A. Plane #261: An ME-109 made an attack at 3 o'clock level.

B. Plane #304: One ME-109 attacked from 6 o'clock. Another 109 attacked a few minutes later from 6 and 2 o'clock.

C. Plane #221: Two 109's made an individual attack each from rear, level.

D. Plane #984: ME-109 attacked from 5 to 7 o'clock, level. Later another attacked from 6 o'clock level.

E. Plane #156: ME-109 attacked starting from tail and broke toward nose.

F. Plane #237: ME-109's attacked from rear intermittently for approximately 20 minutes.

G. Plane # 339: Several ME-109's attacked singly from 5 o'clock high from 10-12 minutes.

H. Plane # 262: 1 JU-87 attacked from right high.

I. Plane #331: 3 ME-109's attacked from 6 o'clock level.

J. Plane #488: An ME-109 attacked from 4 to 6 o'clock high; broke away in Chandelle. Was aggressive to 50 yards.

K. Plane #211: 2-5 ME-109's came in from 5 and 6 o'clock high dived through and under formation. Also dived in from 5 o'clock high firing 20mm shells. This encounter lasted from 15-20 minutes.

L. Plane #748: ME-109's came in at 6 o'clock and went away at and 2 o'clock and 3 o'clock. Steady attacks fro about 20 minutes.

M. Plane #154: 4 ME-109's made individual attacks; one from 6 o'clock high, one from 3 o'clock and 4 o'clock high, then broke under and down.

N. Plane # 234: Had three separate encounters with ME-109's which attacked from rear.

B. Flak: Flak from last turn before I.P. to the I.P. to the target and withdrawing from the target was heavy, intense and excellent and was encountered at the following points: Krasnja, Klagenfurt, St. Leonhard, St. Lorenzen, Sallo, Zelfweg, Krittlefield, St. Micheal, Leoben, Bruck, Kapfenbarg, St. Marein, Guszrerk, Mariazell, Weiner Neustadt, Veslau and Baden.

V. OBSERVATIONS

At 0940 hours from 20,000 feet, smoke from pots in town Celje; at 0947 hours from 20,5000 feet, smoke from posts over town of Maribor; at 0955 hours from 20,500 feet, smoke from posts at town of Freiland; at 1040 from 22,000 feet, smoke from pots at Vienna and Weiner Neaustadt.

At 0947 hours from 20,500 feet, barrage balloons were observed at Maribor at an undetermined distance below. At 0901 hours from 15,000 feet at Zara Airdrome there appeared to be 6-7 twin engine aircraft in revetments. At 1035 hours from 22,300 feet, the Bad Voslau Airdrome appeared inactive with respect to aircraft.

At 0933 hours from 18,000 feet at Nova Mestro, 100-150 wagons in marshaling yard; at 1045 hours from 22,000 feet at Sopron, approximately 200 wagons in marshaling yard; at 1054 hours from 17,500 feet at Szombathely, approximately 100 wagons in marshaling yard.

VI. CASUALTIES

Waist Gunner in aircraft #205 (Snitehurst); Waist Gunner in aircraft #448 (Bodnarik) and Tail Gunner in aircraft #448 seriously wounded by flak. Navigator in aircraft #282 (Peterson), Nose Gunner in aircraft #196 (Harper) and Ball Turret Gunner in aircraft #104 (Penyak), slightly wounded from flak. Two bombers lost to flak. 21 bombers received flak damage.

VII. VICTORIES

Destroyed	7 ME-109's
Probable	1 ME-109
Damaged	2 ME-109

VIII. FLIGHT LEADERS

Davis

Leebody

Helmberger

Heiser

Caywood

Cummings

Augustenbourg

Amster

Source:

http://www.450thbg.com/real/s2/1944/may/30may.shtml

Accessed 22 April 2014

COMBAT MISSIONS

The following is a list of combat missions flown by all squadrons of the 450th Bombardment Group during WWII:

1.	01/08/1944	Airdrome, Mostar Yugoslavia
2.	01/09/1944	Port Installations, Zara, Yugoslavia
3.	01/10/1944	Marshaling Yard, Skoplje, Yugoslavia
4.	01/13/1944	Airdrome, Perugia, Italy
5.	01/14/1944	Town, Mostar, Yugoslavia
6.	01/15/1944	Marshaling Yards, Prato, Italy
7.	01/16/1944	Harbor Installations, Ossopo, Italy – Alternate – Zara, Yugoslavia
8.	01/17/1944	Marshaling Yards, Arrezzo, Italy
9.	01/18/1944	Marshaling Yards, Pisa, Italy

10.	01/19/1944	Airdrome, Perugia, Italy – Alternate – Airdrome, Iesi, Italy
11.	01/20/1944	Airdrome, Guidonia, Italy
12.	01/21/1944	Marshaling Yards, Prato, Italy
13.	01/22/1944	Marshaling Yards, Arrezzo, Italy
14.	01/23/1944	Landing Ground, Launghezza, Rome, Italy – Air-drome, Rieti, Italy
15.	01/24/1944	Marshaling Yards, Skoplje, Yugoslavia
16.	01/27/1944	Airdrome, Istres-Letube, France
17.	01/28/1944	Marshaling Yards, Ferrara, Italy
18.	01/29/1944	Marshaling Yards, Siena, Italy
19.	01/30/1944	Airdrome, Udine, Italy
20.	01/31/1944	Airdrome, Aviano, Italy
21.	02/03/1944	Marshaling Yards, Pontassieve & Stimigliano, Italy

22.	02/04/1944	Submarine Pens, Toulon, France
23.	02/08/1944	Main Airdrome, Viterro, Italy
24.	02/10/1944	Town, Valmontone, Italy
25.	02/14/1944	Marshaling Yard, Verona, Italy
26.	02/16/1944	Marshaling Yards, Pontassieve, Italy
27.	02/17/1944	Storage Dump Anzio Beachhead, Italy
28.	02/20/1944	City, Carroceta, Italy (0) Target not reached
29. (2)	02/22/1944	Obertraubling ME-109 Plant, Regensburg, Germany
30.	02/23/1944	Aero Engine Works, Steyr, Austria (2)
31.	02/25/1944	Prufening Aircraft Factory, Regensburg, Germany (2)
32.	03/03/1944	Airdrome, Viterbo, Italy - (0) Target not bombed
33.	03/07/1944	Marshaling Yards, Cartaldo, Italy
34.	03/11/1944	Submarine Pens, Toulon, France

35.	03/17/1944	Schwechat Airdrome, Vienna, Austria (2)
36.	03/18/1944	Airdrome, Lavariano, Italy
37.	03/19/1944	Ball Bearing Plant, Steyr, Austria – Alt - Graz, Austria (2)
38.	03/24/1944	Ball Bearing Plant, Steyr, Austria – Alt – Rimini, Italy
39.	03/28/1944	Marshaling Yards, Mestre, Italy
40.	03/29/1944	Marshaling Yards, Bolzano, Italy
41.	03/30/1944	Marshaling Yards, Sofia, Bulgaria
42.	04/02/1944	Daimler-Puch Factory, Steyr, Austria (2)
43.	04/03/1944	Marshaling Yards, Budapest, Hungary (2)
44.	04/04/1944	Marshaling Yards, Bucharest, Rumania (2)
45.	04/05/1944	Marshaling Yards, Ploesti, Rumania (2)
46.	04/07/1944	Marshaling Yards, Mastre, Italy

47. (2)	04/12/1944	Aircraft Assembly Factory, Weiner-Neustadt, Austria
48.	04/13/1944	Vesces Airdrome, Budapest, Hungary (2)
49.	04/15/1944	Marshaling Yards, Bucharest, Rumania (2)
50.	04/16/1944	Marshaling Yards, Brasov, Rumania (2)
51.	04/17/1944	City Sofia, Bulgaria – PFF Bombing
52.	04/20/1944	Marshaling Yards, Treviso, Italy – Target not bombed
53. reached	04/21/1944	Marshaling Yards, Ploesti, Rumania - Target not
54.	04/23/1944	Aircraft Factory, Schwechat, Austria (2)
55.	04/24/1944	Marshaling Yards, Ploesti, Rumania (2)
56.	04/25/1944	Marshaling Yards, Varese, Italy
57.	04/28/1944	Harbor and RR Installations, Orbetello, Italy
58.	04/29/1944	Harbor Installations, Toulon, France

59.	04/30/1044	Marshaling Yards, Allessandria, Italy
60.	05/05/1944	Marshaling Yards, Ploesti, Rumania (2)
61.	05/06/1944	Northwest Marshaling Yards, Brasov, Rumania (2)
62.	05/07/1944	Marshaling Yards, Bucharest, Rumania – Mission Recalled (0)
63.	05/10/1944	Weiner-Neustadt, Austria – Target not reached (0)
64.	05/12/1944	Harbor Installations, San Stephano, Italy
65.	05/13/1944	Marshaling Yards, Piacenza, Italy
66.	05/14/1944	Marshaling Yards, Vicenza, Italy
67.	05/17/1944	Docks, Roads and RR, Porto San Stefano, Italy
68.	05/18/1944	Oil Refinery, Ploesti, Rumania -Target not reached (1)
69.	05/19/1944	Railroad Installations, Spezia, Italy
70.	05/22/1944	Railroad Bridge, Latisano, Italy

71.	05/23/1944	Troop Concentrations, Grataferrata, Italy
72.	05/24/1944	Wollersdorf Airdrome, Weiner-Neustadt, Austria (2)
73.	05/25/1944	Oil Storage Installations, Porto Marghera, Italy
74.	05/26/1944	Car Repair and Machine Shops, Nice, France
75.	05/27/1944	St. Charles Marshaling Yards, Marseille, France
76.	05/29/1944	Wollersdorf Airdrome, Weiner-Neustadt, Austria (2)
77.	05/30/1944	Ebreichsdorf Parts Factory, Vienna, Austria (2)
78.	05/31/1944	Romano Americano Oil Refinery, Ploesti, Rumania (2)
79.	06/02/1944	Marshaling Yards, Simera, Rumania (2)
80.	06/04/1944	Marshaling Yards, Genoa, Italy
81.	06/05/1944	Marshaling Yards, Castle-Ma-Giore, Italy
82.	06/06/1944	Romano Americano Oil Refinery Ploesti, Rumania (2)

83.	06/09/1944	Oberpfaffenhofen Airdrome Munich, Germany (2)
84.	06/10/1944	Oil Refinery, Trieste, Italy
85.	06/11/1944	Oil Storages, Constanto, Rumania (2)
86.	06/13/1944	Bayerische Allach Motornworks, Munich, Germany (2)
87.	06/14/1944	Oil Refinery, Osijck, Yugoslavia
88.	06/16/1944	Apollo Oil Refinery, Bratislavia, Czechoslovakia (2)
89.	06/22/1944	Marshaling Yards, Undine, Italy – Alternate - M/Y Ferrara, Italy
90.	06/24/1944	Romano Americano Oil Refinery, Ploesti, Rumania (2)
91.	06/26/1944	Heinkel Aircraft Factory, Schwechat, Austria (2)
92.	06/27/1944	Vesces Airdrome, Budapest, Hungary - Alt – M/Y Brod, Yugoslavia

93.	06/30/1944	Airdrome, Zagreb, Yugoslavia – Bombs not dropped
94.	07/02/1944	Vesces Airdrome, Budapest, Hungary (2)
95.	07/03/1944	Oil Storage Depot, Giurgiu, Rumania (2)
96.	07/04/1944	Railroad Bridge, Pitesti, Rumania (2)
97.	07/05/1944	Submarine Pens, Toulon, France
98.	07/06/1944	Railroad Bridge, Casarsa, Italy
99.	07/07/1944	Marshaling Yards, Zagreb, Yugoslavia
100	07/08/1944	Airdrome, Markersdorf, Germany – Alt - Town, Melk, Germany (2)
101.	07/09/1944	Concordia Vega Oil Refinery, Ploesti, Rumania (2)
102.	07/12/1944	Theoule Sur Mer Railroad Viaduct, Toulon, France
103.	07/13/1944	East Marshaling Yards, Brescia, Italy
104.	07/14/1944	Ferencevaros Marshaling Yards, Budapest, Hungary

105. (2)	07/15/1944	Americano Romano Oil Refinery, Ploesti, Rumania
106. (2)	07/19/1944	Aircraft Components Factory, Neuaubing, Germany
107.	07/20/1944	Lowenthal Airdrome, Freidrichshaven, Germany (2)
108. reached	07/21/1944	Horsching Airdrome, Horsching, Austria - Target not
109. (2)	07/22/1944	Americano Romano Oil Refinery, Ploesti, Rumania
110.	07/23/1944	Kucove Oil Refinery, Berat, Albania
111.	07/26/1944	Airdrome, Markersdorf, Germany (2)
112. gary	07/27/1944	Manfred Weiss Armament Works, Budapest, Hun-
113.	07/31/1944	Oil Storage, Targoviste, Rumania
114.	08/03/1944	Railroad Bridge, Ora, Italy

115.	08/06/1944	Submarine Pens, Toulon, France
116.	08/07/1944	Aircraft Dispersal Area, Alibunar, Yugoslavia
117.	08/09/1944	Vesces Airdrome, Budapest, Hungary
118.	08/10/1944	Oil Refineries, Ploesti, Rumania (2)
119.	08/12/1944	Gun Positions, Marseilles, France
120.	08/13/1944	Gun Positions, Toulon, France
121.	08/14/1944	Gun Positions, Savone, Italy
122.	08/15/1944	Beachhead, Southern France
123.	08/17/1944	Astro Romano Refinery, Ploesti, Rumania (2)
124.	08/20/1944	Marshaling Yards, Szolnok, Hungary
125.	08/22/1944	Lobau Underground Oil Storage Area, Vienna, Austria (2)
126	08/23/1944	Oil Refinery, Vosendorf, Austria (2)
127.	08/24/1944	Marshaling Yards, Vinkovci, Yugoslavia

128.	08/26/1944	Giurgiu & Ruschuk Railroad Ferry Boat, Rumania
129.	08/27/1944	Railroad Bridge, Ferrara, Italy
130.	08/28/1944	Marshaling Yards, Miskole, Hungary
131.	08/29/1944	Railroad Bridge, Ferrara, Italy
132	09/01/1944	Railroad Bridge, Kraljevo, Yugoslavia
133.	09/02/1944	Marshaling Yards, Kraljevo, Yugoslavia
134.	09/04/1944	Marshaling Yards, Trento, Italy
135.	09/05/1944	Railroad Bridge Ferraro, Italy
136.	09/06/1944	Troop Concentrations, Leskovac, Yugoslavia
137.	09/08/1944	West Marshaling Yards, Nis, Yugoslavia
138.	09/10/1944	SE Industrial Center, Vienna, Austria (2)
139.	09/12/1944	Allach R & W Engine Works, Munich, Germany (2)
140.	09/13/1944	Railroad Bridge, Ora, Italy

141.	09/15/1944	Marshaling Yards, Lorissa, Greece – Bombs not released
142.	09/17/1944	Marshaling Yards, Budapest, Hungary
143.	09/18/1944	South Railroad Bridge, Budapest, Hungary
144.	09/19/1944	Railroad Bridge, Kraljevo, Yugoslavia
145.	09/20/1944	Airdrome, Malacky, Austria (2)
146.	09/21/1944	Railroad Bridge, Novi Sad, Yugoslavia
147.	09/22/1944	West Marshaling Yards, Larissa, Greece – Bombs not released
148.	09/23/1944	Railroad Bridge, Ora, Italy
149.	09/24/1944	Kalamaki Airdrome, Athens, Greece
150.	10/04/1944	Brenner Pass, Bolzano, Italy
151.	10/07/1944	Winter Hafen Oil Depot, Vienna, Austria (2)
152.	10/10/1944	Marshaling Yards, Padua, Italy

153.	10/11/1944	Florisdorf & Kajren Oil Refineries, Vienna, Austria (2)
154.	10/12/1944	Troop Barracks, Bologna, Italy
155.	10/13/1944	Marshaling yards, Banhide, Hungary
156.	10/14/1944	Railroad Bridge, Maribor, Yugoslavia
157.	10/16/1944	Tank Works, St. Valentine, Austria (2)
158.	10/17/1944	Ordnance Works, Vienna, Austria (2)
159.	10/23/1944	Railroad Line, Brenner Pass, Italy
160.	10/29/1944	West Marshaling Yards, Munich, Germany (2)
161. (2)	10/30/1944	Marshaling Yard, Klagenfurt, Austria – PFF Bombing
162.	10/31/1944	Town Podgorica, Yugoslavia – Bombs not released
163.	11/01/1944	South Goods Siding, Vienna, Austria – Bombs not released

164. Bombing (2)	11/03/1944	Oil Refinery, Moosbierbaum, Vienna, Austria – PFF
165.	11/04/1944	West Marshaling Yards, Munich, Germany (2)
166 Planes	11/05/1944	Troop Concentrations, Podgorica, Yugoslavia – 6
167.	11/05/1944	Florisdorf Airdrome, Vienna, Austria – 28 Planes (2)
168. Planes (2)	11/06/1944	Moosbierbaum Oil Refinery, Vienna, Austria – 28
169.	11/06/1944	Marshaling Yards, Sarajevo, Yugoslavia -12 Planes
170.	11/07/1944	Railroad, Brenner Pass, Italy
171. goslavia	11/08/1944	Troop Concentration, Mitrovica & Novi Pazar, Yu-
172.	11/11/1944	Railroad Bridge, Ora, Italy – Mission called off
173.	11/12/1944	Railroad Bridge, Ora, Italy

174. Planes (2)	11/12/1944	Blechhammer Synthetic, Oppeln, Germany – 3 PFF
175.	11/15/1944	Marshaling Yard, Innsbruck, Austria – PFF Bombing
176.	11/16/1944	Troop Concentration, Sjenica, Yugoslavia- 14 Planes
177. Planes	11/16/1944	West Marshaling Yards, Munich, Germany (2) – 28
178.	11/17/1944	Florisdorf Oil Refinery, Vienna, Austria (2)
179.	11/18/1944	Airdrome, Aviano, Italy
180.	11/19/1944	Schwechat Oil Refinery, Vienna, Austria (2)
181.	11/20/1944	Railroad Bridge, Doboj, Yugoslavia
182. reached	11/21/1944	Railroad Bridge, Doboj, Yugoslavia – Target not
183.	11/22/1944	Railroad Bridge, Ferrara, Italy

184. Yugoslavia	11/23/1944	Brod Sava, Yugoslavia – Alt - Railroad Bridge, Zenic,
185. Plane (2)	11/30/1944	West Marshaling Yards, Munich, Germany – 1 PFF
186.	12/02/1944	Marshaling Yards, Straszhof, Austria (2)
187.	12/03/1944	Industrial Area, Linz, Austria – 3 PFF Planes (2)
188.	12/06/1944	East Marshaling Yards, Sopron, Hungary (2)
189. Planes	12/07/1944	Main Marshaling Yards Innsbruck, Austria – 3 PFF
190. Planes	12/08/1944	Moosbierbaum Oil Refinery, Vienna, Austria - 3 PFF
191. Bombing	12/11/1944	Moosbierbaum Oil Refinery, Vienna, Austria - PFF
192. Planes (2)	12/12/1944	South Oil Refinery, Blechhammer, Germany – 6 PFF

193.	12/15/1944	Main Marshaling Yards, Rosenheim, Germany (2)
194.	12/16/1944	Main Marshaling Yards, Innsbruck, Austria
195.	12/17/1944	Main Marshaling Yards, Wels, Austria (2)
196.	12/18/1944	Florisdorf Oil Refinery, Vienna, Austria (2)
197.	12/19/1944	Marshaling Yards, Rosenheim, Germany (2)
198.	12/20/1944	Marshaling Yards, Salzburg, Austria (2)
199.	12/21/1944	West Marshaling Yards, Rosenheim, Germany (2)
200.	12/25/1944	West Marshaling Yards, Innsbruck, Austria
201.	12/26/1944	Adige Railroad Bridge, Ora, Italy
202.	12/27/1944	Railroad Loop Line, Brenner Pass, Italy
203.	12/28/1944	Railroad Loop Line, Brenner Pass, Italy
204.	12/29/1944	Railroad Loop Line, Brenner Pass, Italy
205.	01/04/1945	South Marshaling Yards, Bronzolo, Italy

206.	01/08/1945	North Main Marshaling Yards, Linz, Austria (2)
207.	01/15/1945	Southeast Railroad Yards, Vienna, Austria (2)
208.	01/19/1945	North Marshaling Yards, Brod, Yugoslavia
209.	01/20/1945	Verona/Parona, Italy – Railroad Bridge
210.	01/31/1945	Moosbierbaum Oil Refinery, Vienna, Austria (2)
211.	02/02/1945	Moosbierbaum Oil Refinery, Vienna, Austria – Target not reached
212.	02/05/1945	West Marshaling Yards, Salzburg, Austria (2)
213.	02/07/1945	Moosbierbaum Oil Refinery, Vienna, Austria (2)
214.	02/08/1945	Southeast Goods Depot, Vienna, Austria (2)
215.	02/09/1945	Moosbierbaum Oil Refinery, Vienna, Austria – 2 PFF Bombing (2)
216.	02/13/1945	Southeast Goods Depot, Vienna, Austria - 18 planes (2)

217. planes	02/13/1945	West Marshaling Yards, Zagreb, Yugoslavia – 18
218.	02/14/1945	West Marshaling Yards, Zagreb, Yugoslavia
219.	02/15/1945	Matzleinddorf Marshaling Yards, Vienna, Austria (2)
220. ternate (2)	02/16/1945	Hall West Marshaling Yards, Southern Germany - Al-
221.	02/17/1945	Marshaling Yards, St. Valentin, Austria (2)
222. dropped	02/18/1945	Main Marshaling Yards, Wels, Austria – Bombs not
223.	02/19/1945	Penzinger Goods Station, Vienna, Austria (2)
224.	02/20/1945	Flume Shipyard, Brennero, Italy – Alternate Target
225.	02/21/1945	Matzleinsdorf Marshaling Yards, Vienna, Austria (2)
226.	02/22/1945	West Marshaling Yards, Rosenheim, Germany (2)
227.	02/23/1945	Locomotive Depot, Verona, Italy

228.	02/24/1945	Porto Nuovo Main Station, Verona, Italy
229.	02/25/1945	North Main Marshaling Yards, Linz, Austria (2)
230.	02/27/1945	Marshaling Yards, Salzburg, Austria (2)
231.	02/28/1945	Railroad Bridge, Isarco Albes, Italy
232.	03/01/1945	Moosbierbaum Oil Refinery, Vienna, Austria (2)
233.	03/02/1945	Marshaling Yards, Brescia, Italy – Alternate Target
234.	03/04/1945	Marshaling Yards, Zagreg, Yugoslavia
235.	03/08/1945	Locomotive Depot, Maribor, Hungary – Secondary Target (2)
236.	03/09/1945	Marshaling Yards, Maribor, Hungary
237.	03/12/1945	Florisdorf Marshaling Yards, Vienna, Austria (2)
238.	03/13/1945	Main Marshaling Yards, Regensburg, Germany (2)
239.	03/14/1945	Railroad Bridge, Varazdin, Yugoslavia
240.	03/15/1945	Moosbierbaum Oil Refinery, Vienna, Austria (2)

241.	03/16/1945	Marshaling Yards, Weiner-Neustadt, Austria (2)
242.	03/19/1945	Marshaling Yards, Landshut, Germany (2)
243.	03/20/1945	Marshaling Yards, Amsteeten, Austria – Alternate Target (2)
244.	03/21/1945	Airdrome, Newburg, Germany (2)
245.	03/22/1945	Southeast Goods Depot, Vienna, Austria (2)
246.	03/23/1945	South Marshaling Yards, St. Polten, Austria (2)
247.	03/24/1945	Airdrome, Newberg, Germany (2)
248.	03/25/1945	Oberchon Airdrome, Cheb, Czechoslovakia (2)
249.	03/26/1945	Marshaling Yards, Bruck Ad Lietha, Austria (2)
250.	03/30/1945	North Station & Goods Depot, Vienna, Austria (2)
251.	03/31/1945	North Main Marshaling Yards, Linz, Austria (2)
252.	04/01/1945	Marshaling Yards, St. Polten, Austria (2)
253.	04/02/1945	Railroad River Bridge, Sulm, Austria

254.	04/05/1945	Railroad Bridge, Dravograd, Yugoslavia
255.	04/06/1945	Porto Nuovo Marshaling Yards, Verona, Italy
256.	04/07/1945	Railroad Bridge, Vipiteno, Italy – Target not reached
257.	04/08/1945	Railroad Bridge, Vipiteno, Italy
258.	04/09/1945	Apple Area Operations Buckland, Northeast Italy
259.	04/10/1945	Gun Emplacements (D +1) Northeast, Italy
260.	04/11/1945	Campodazzo Railroad Bridge, Brenner Pass, Italy
261.	04/12/1945	Railroad Bridge, Casarsa, Italy
262.	04/14/1945	Munitions Factory, Spilimbergo, Italy
263.	04/15/1945	Railroad Bridge, Casarsa, Italy
264.	04/15/1945	Gun Positions (D + 5) "Buckland" Bologna, Italy
265.	04/16/1945	Gun Positions (D + 6) "Buckland" Bologna, Italy
266.	04/17/1945	Enemy Occupied Buildings & Defenses (D +7) Bologna, Italy

267.	04/18/1945	Tactical Defenses, 5th Army Support, Bologna, Italy
268.	04/19/1945	Railroad Viaduct, Avisio, Italy
269.	04/20/1945	Railroad Viaduct, Mairhof, Austria (2)
270.	04/21/1945	Road Bridge, Legnago, Italy - Target not reached
271.	04/23/1945	Bridge, Legnato, Italy
272.	04/24/1945	San Ambrogio Marshallling Yards, Verona, Italy
273.	04/25/1945	North Main Marshaling Yards, Linz, Austria (2)
274.	04/26/1945	Ammunitions Dump, Casarsa, Italy

Source:

http://www.450thbg.com/real/html/missions.shtml

Accessed 23 April 2014

722ND BOMBARDMENT SQUADRON (H)

450TH BOMBARDMENT SQUADRON (H)

APO 520 US ARMY

25 February 1944

R-O-S-T-E-R

Major

Huer, Herman J.

0-221560

Major

Oris, William L.

0-3099540

Captain

Erwer, Gordon

0-468824

Captain

Jonston, Robert B.

0-908723

1st Lt

Auin, Albert E.

0-798723

1st Lt

Cadwell, Clarence D.

0-663479

1st Lt

Dakins, DeWitt C., Jr.

0-803-89

1st Lt

Fory, Horace C.

0-795660

1st Lt

Hat, Allen C.

0-728274

1st Lt

Kig, William E., Jr.

0-797555

1st Lt

Leman, Charles P.

0-659566

1st Lt

Mcaughlin, John

0-661518

1st Lt

Note, William A.

0-735637

1st Lt

O Kara, Mathew B.

0-434388

1st Lt

Rig, William E.

0-1551720

1st Lt

Tat, Harold H.

0-1845251

1st Lt

Thomas, Clarence L.

0-579447

2nd Lt

Arieson, Joseph D.

0-6884220

2nd Lt

Bruner, Tommy F.

0-684262

2nd Lt

Brisek, Frank A.

0-792058

2nd Lt

Burnham, Robert O.

0-377078

2nd Lt

Coke, Harold L.

0-681523

2nd Lt

Cox, Albert N.

0-683820

2nd Lt

Daniels, Arnold L.

0-863982

2nd Lt

Decker, George L.

0-690380

2nd Lt

Doriak, John P.

0-809558

2nd Lt

Garrett, Edward

0-689601

2nd Lt

Gillespie, Bernard J.

0-749226

2nd Lt

Glivin, William H.

0-682025

2nd Lt

Gleason, James F., Jr.

0-688961

2nd Lt

Gottfried, Henry A.

0-661991

2nd Lt

Gross, Edwin

0-676380

2nd Lt

Grofik, Michael

0-758616

2nd Lt

Harrison, James D.

0-676518

2nd Lt

Hessen, Jules J. L.

0-577900

2nd Lt

Hodge, Willoughby J.

0-687510

2nd Lt

Howe, Ross E.

0-830898

2nd Lt

Kahan, Albert

0-690105

2nd Lt

Kava, Richard F.

0-690443

2nd Lt

Jennings, Raymond K.

0-412214

2nd Lt

Laurini, Zane P.

0-689616

2nd Lt

Leonhard, Albert T.

0-862970

2nd Lt

McClure, J. C.

0-741274

2nd Lt

Medley, Marion D.

0-681457

2nd Lt

Meyers, Gerald L.

0-690480

2nd Lt

Moberly, George A.

0-862489

2nd Lt

Nisiobincki, Edward J.

0-690703

2nd Lt

Parr, Harry E.

0-690708

2nd Lt

Parrish, William A.

0-691055

2nd Lt

Phillips, Harold C.

0-690973

2nd Lt

Place, Harlan S.

0-689641

2nd Lt

Poore, Robert W.

0-691289

2nd Lt

Retzlaff, Wiollie R.

0-748841

2nd Lt

Ryan, James M.

0-689365

2nd Lt

Ryczek, John J.

0-809732

2nd Lt

Schafranka, Robert V.

0-672876

2nd Lt

Schieier, Edward W., Jr.

0-691410

2nd Lt

Scharff, Walter J.

0-527608

2nd Lt

Shain, Lehman E.

0-737657

2nd Lt

Shanken, Courtney D.

0-809738

2nd Lt

Shanken, Earl

0-809739

2nd Lt

Shane, Morris

0-856688

2nd Lt

Siegel, Louis

0-752781

2nd Lt

Simons, Neil E.

0-748108

2nd Lt

Sisserson, William W., Jr.

0-684787

2nd Lt

Stripp, James C.

0-749552

2nd Lt

Strathie, Arthur R.

0-749626

2nd Lt

Taylor, John W.

0-749600

2nd Lt

Tipton, Vernon J.

0-688615

2nd Lt

Walker, Carl G.

0-749629

2nd Lt

Wheary, Frederick W.

0-690521

2nd Lt

Wisbrod, William

0-690551

2nd Lt

Wright, William E., Jr.

0-691025

2nd Lt

Zowader, Herman

0-863605

F/O

Maddux, Hobert R.

T-121920

F/O

Morrissey, Francis J.

T-122555

F/O

Painter, Frank M., Jr.

T-122557

F/O

Primrose, Clyde O., Jr.

T-122559

F/O

Ryan, Frank M.

T-122608

F/O

Rzatkowski, Francis S

T-360

F/O

Weathermon, Gerald E.

T-187505

F/O

Word, J.C.

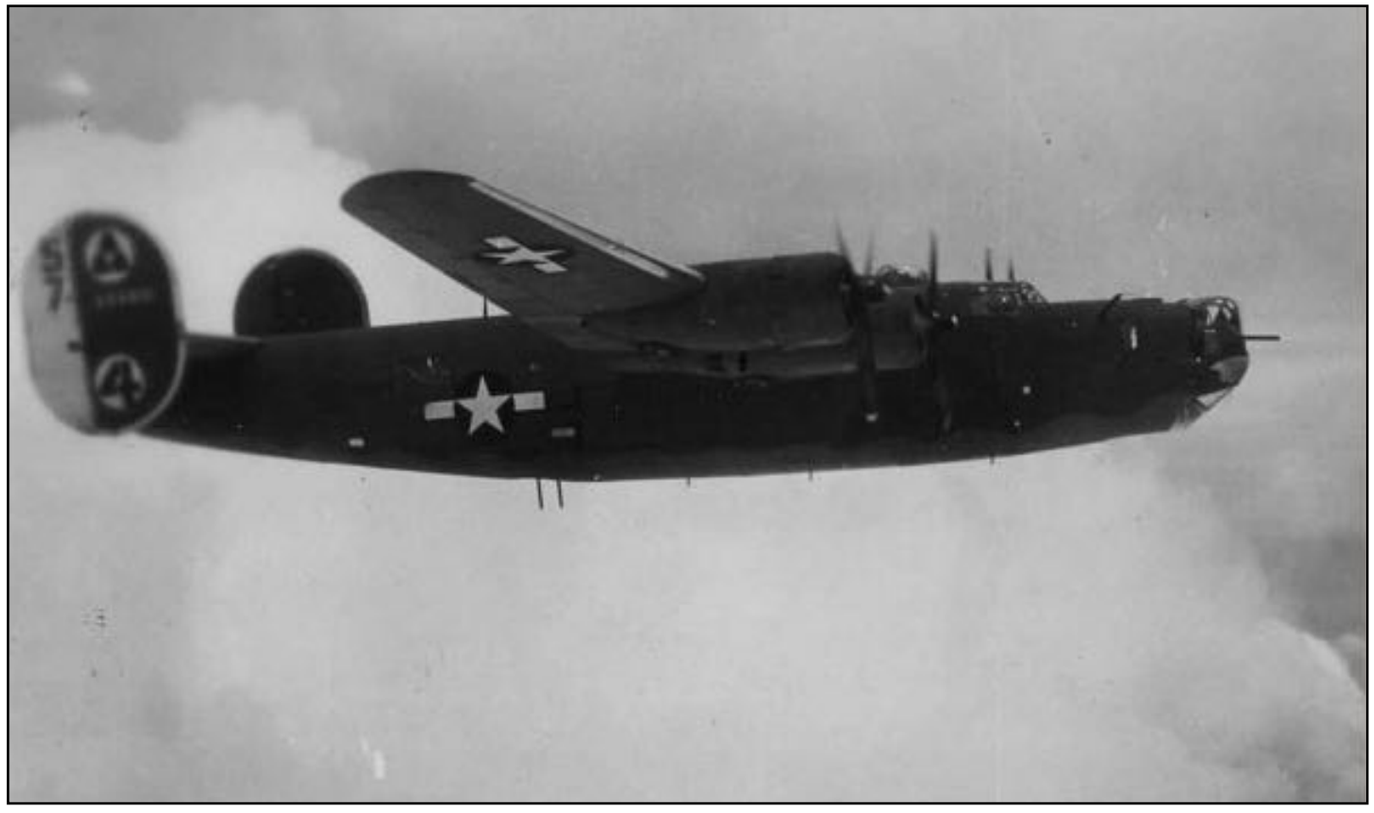
T-187542

For the Squadron Commander;

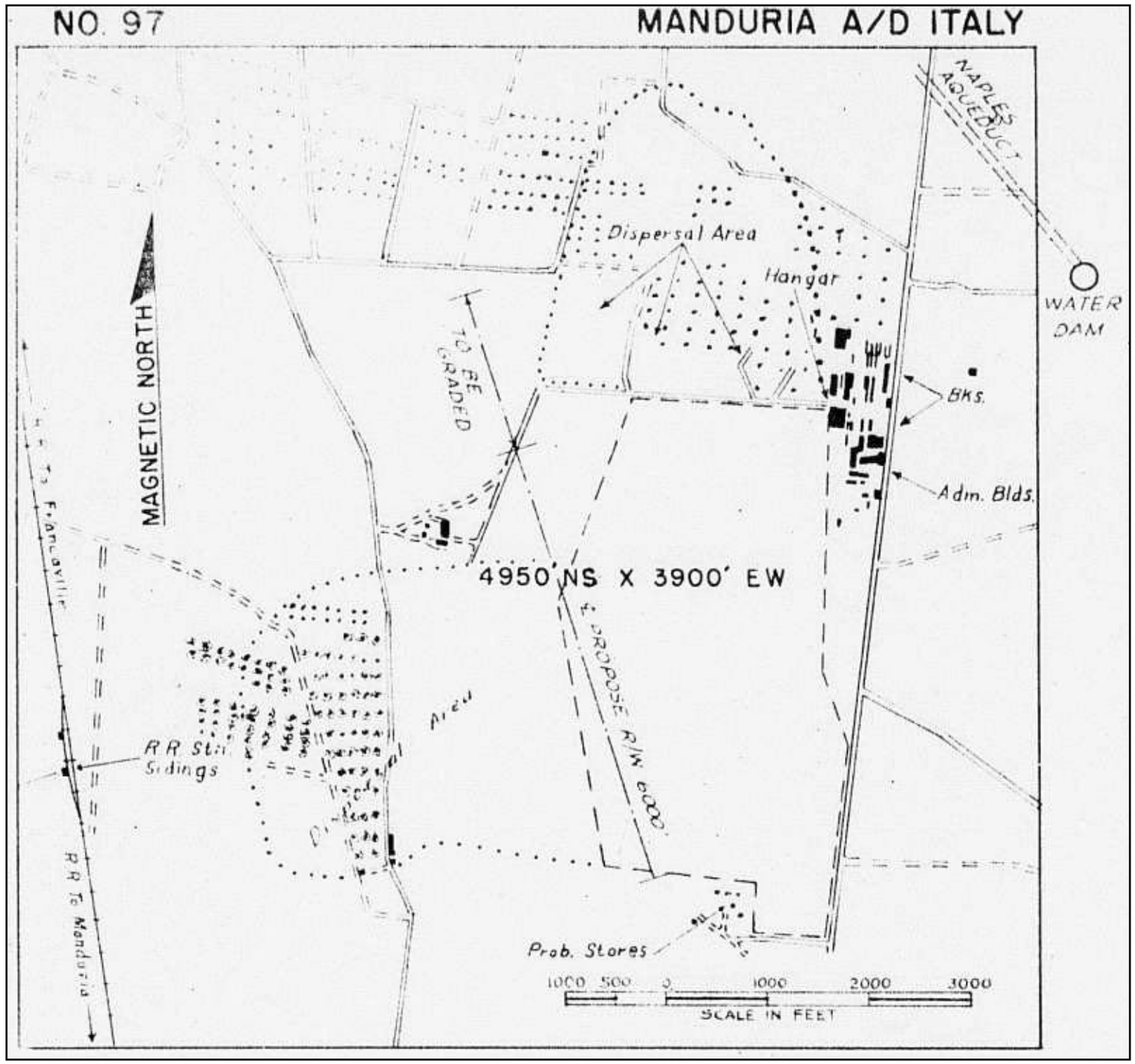
C. L. THOMAS
1st Lt., Air Corps
Adjutant.

CHAPTER 4

Photographs Of The 450th Bombardment Group In Manduria, Italy



Lieutenant Francis J. Morrissey co-piloted the above B-24H, the “901”, Serial No. 42-94901, shot down over Krizevci, Yugoslavia, 30 May 1944, while on a mission to bomb an aircraft plant in Ebreichsdorf, Austria.



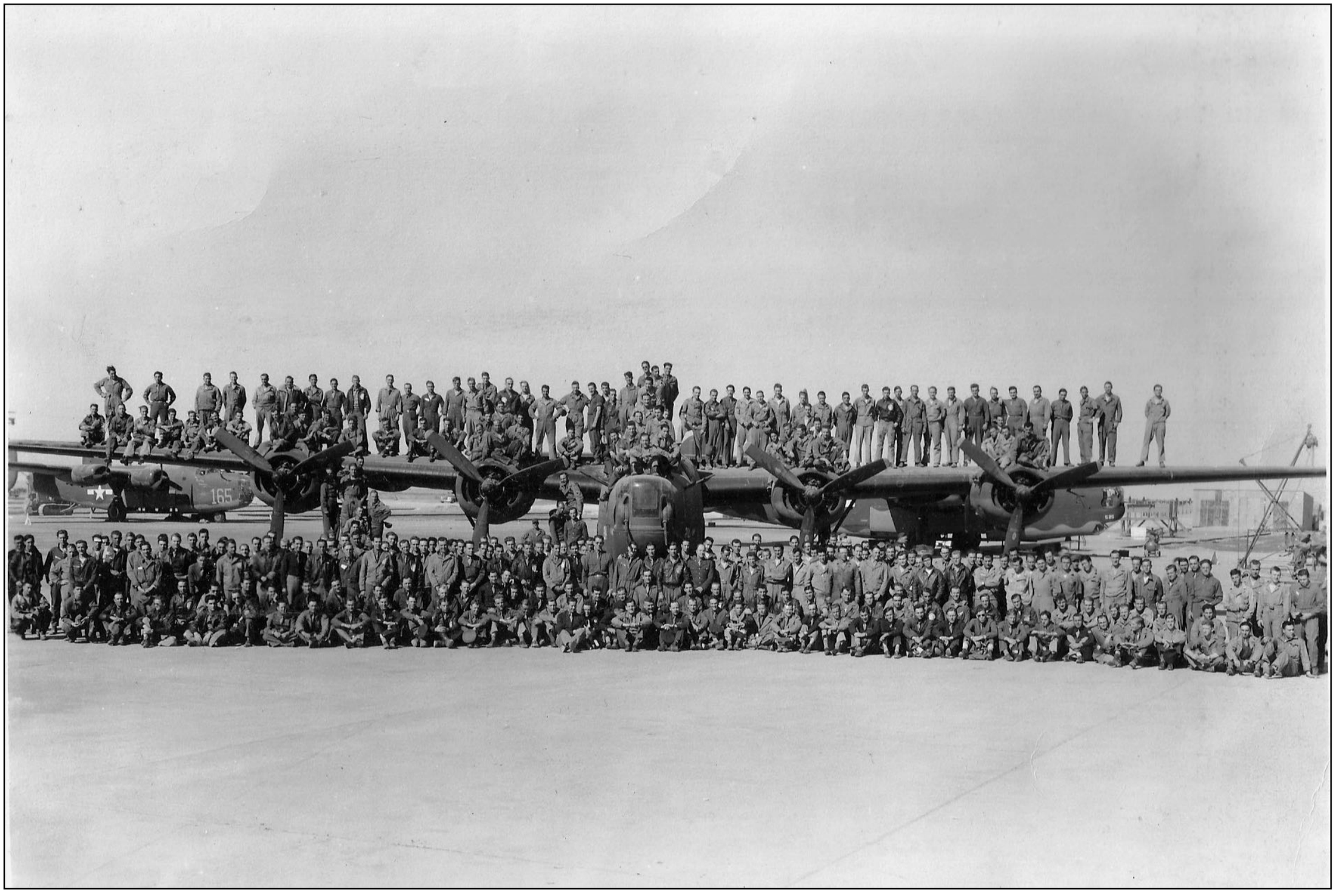
Manduria on a September of 1943 map assessing the airfield for Allied use (AFHRC, via Reid Waltman)







Manduria Airfield



The 722nd Squadron, 450th Bombardment Group (Heavy)

The 722nd Squadron, 450th Bombardment Group (Heavy)

722nd BOMBARDMENT SQUADRON

B-24 Liberator #42-52088

F/O Gerald E. Weathersoon P	Sgt. Harold J. Saperstein AR
Lt. Ross E. Howe CP	Sgt. John T. Atteberry G
Lt. Courtney D. Shanken N	Sgt. Ray E. Ault AG
Lt. Louis Siegel B	Sgt. Gerald P. Meritt C.CF.
Sgt. Woodrow W. Tatsman E	Lt. Mathew B. O'hara Comm. Off
Sgt. Anthony J. Vola R	Sgt. Paul D. Boaz G
Sgt. Charles R. White AE	Pvt. Joseph L. Lanoir AG

B-24 Liberator #41-28603

F/O Francis S. Rzatkowski P	Sgt. Dee R. Jones, JR. AE
F/O Francis J. Morrissey CP	Sgt. Benedict L. Klinshaw AR.
Lt. Harry E. Parr, Jr. N	Sgt. George C. Grad G
Lt. John W. Taylor B	Sgt. William J. Booth AG
Sgt. Herbert N. Wilch E	Sgt. Claude W. McKee C.CF.
Sgt. Raymond W. Flora R	Sgt. John F. Robertson, Insp.
Lt. Charles Coyle N	Lt. Albert R. Struthie B

B-24 Liberator #43-52152

F/O J.C. Word P	Sgt. James G. Shirley AR
Lt. Lauman E. Shain CP	Sgt. Stanley B. West G
Lt. Earl Shanken N	Sgt. Loyd Whitley AG
Lt. Allen C. Hart B	PFC. Frederick G. Miller C.CF.
Sgt. Gilbert W. Hatfield E	Lt. Harold C. Phillips OpsOff
Sgt. Morris Spector R	Lt. Charles P. Lehman Bomb Off
Sgt. Harry M. Beightel AE	Sgt. Edward J. Sullivan E

B-24 Liberator #42-7753

F/O Hobert R. Maddox P	Sgt. Thomas J. Ryan AR
Lt. Robert W. Poore CP	Sgt. Edwin F. Vela G
Lt. Frank M. Ryan N	Pfc. James A. Forti AG
Lt. Vernon J. Tipton B	Sgt. Edwin J. Dernak C.CI.
Sgt. Harold C. Vlaas E	Sgt. Edwin R. Upchurch Inst Sp
Sgt. Richard J. VanRoden R	Lt. Howard A Fox Comm. Off.
Sgt. Harold D. Bouserman AE	Sgt. Thomas F. Gamble R

B-24 Liberator #42-52143

Lt. Walter J. Sharff P	Sgt. Baltizai C. Balazic AR
Lt. Marion D. Medley CP	Sgt. Walter J. Kostro G
Lt. Henry A. Mazzuchelli N	Sgt. Glen K. Platt AG
Lt. William H. Glavin B	Sgt. Donald G. Hines C. CF.
Sgt. Francis W. Geiser E	Sgt. Roy M. Guertig AE
Sgt. John P. Conner R	Sgt. Adam E. Wood AR
Sgt. Charles R. Warren AE	Sgt. Michael F. Garby Ops Clk.

B-24 Liberator #42-7714

Maj. William L. Orris Sq.CO	Sgt. Andrew A. Anzo AR
Lt. Robert O. Burnham Ops OFF	Sgt. Louis D. Springer G
Lt. Albert E. Aubin Sq.N	Sgt George E. Shatzer AG
Lt. William J. Brohm, III B	F/O Walter P. Vanderkam
M/Sgt. Herbert B. Chester L CF	Lt. Phillip Kraus CP
Sgt. Paul R. Drury R	Sgt. Vito A. Berardi AE
Sgt. Glen G. Hovey AE	Sgt. August L. Musich E

B-24 Liberator #41-29221

Lt. Clarence R. Caldwell P	Sgt. Leon Levis AR
Lt. Albert Kahan CP	Sgt. James D. Stansell G
Lt. Harlan S. Place N	Sgt. Robert A. Lanier AG
Lt. James F. Gleason B	Sgt. Stanley J. Gerdes C. C
Sgt. Morris B. Clark E	Sgt. John H. Brown Flt. C
Sgt. Bouford L. Lowrance R	Sgt. James D. Macy BSM
Sgt. Johnie C. Taylor AE	Lt. James M.. Ryan CP

B-24 Liberator #42-7740

Lt. Bernard J. Gillespie P	Lt. Richard F. Kava N
Lt. Tommy F. Bruner CP	Sgt. Lucious W. McClellan
Lt. John J. Ryczek N	Sgt. Arthur R. Vance G
Lt. Harold L. Cooke B	Sgt. Thomas W. bishop AC
Sgt. David J. Martin E	Sgt. Clyde W. Sullen C. Cl
Sgt. Jack M. Perkins R	Sgt. Lawrence H. Seider T
Sgt. William Brazzle AE	Sgt. John T. Dandurand T

B-24 Liberator #41-29252

Lt. Joseph D. Anderson P	Sgt. Carl W. Thomas AR
Lt. Albert W. Cox CP	Sgt. George B. Sanders G
Lt. John P. Dowiak N	Sgt. Roy Caudill AG
Lt. Michael Grofik B	Sgt. John D. Kubas C. Cf.
Sgt. William A. Berk E	Sgt. John E. Meadows Elec
Sgt. Victor N. Heinselman R	Lt. Charles W. Vogel Stat.
Sgt. Aubrey A. Clark AE	Lt. James D. Harrison B

B-24 Liberator #42-7731

Lt. John McLaughlin P	Sgt. Albert Slinkard AR
F/O Clyde O. Primrose CP	Sgt. Melvin Fouer G
Lt. George L. Decker N	Sgt. James H. Reese AG
Lt. Carl G. Walker B	Sgt. Russell S. Lyon C.CI.
Sgt. Anthony J. Kosak E	Cpl. Juan R. Stout Welder
Sgt. Lowell E. Root R	Pfc. Robert E. Glenn E
Sgt. Roy D. Maxwell AE	Sgt. John A. Lockwood R

In front of the entrance to the 722nd Squadron







"Miss Fury" - B-24H-5-CF Liberator # 41-29212N

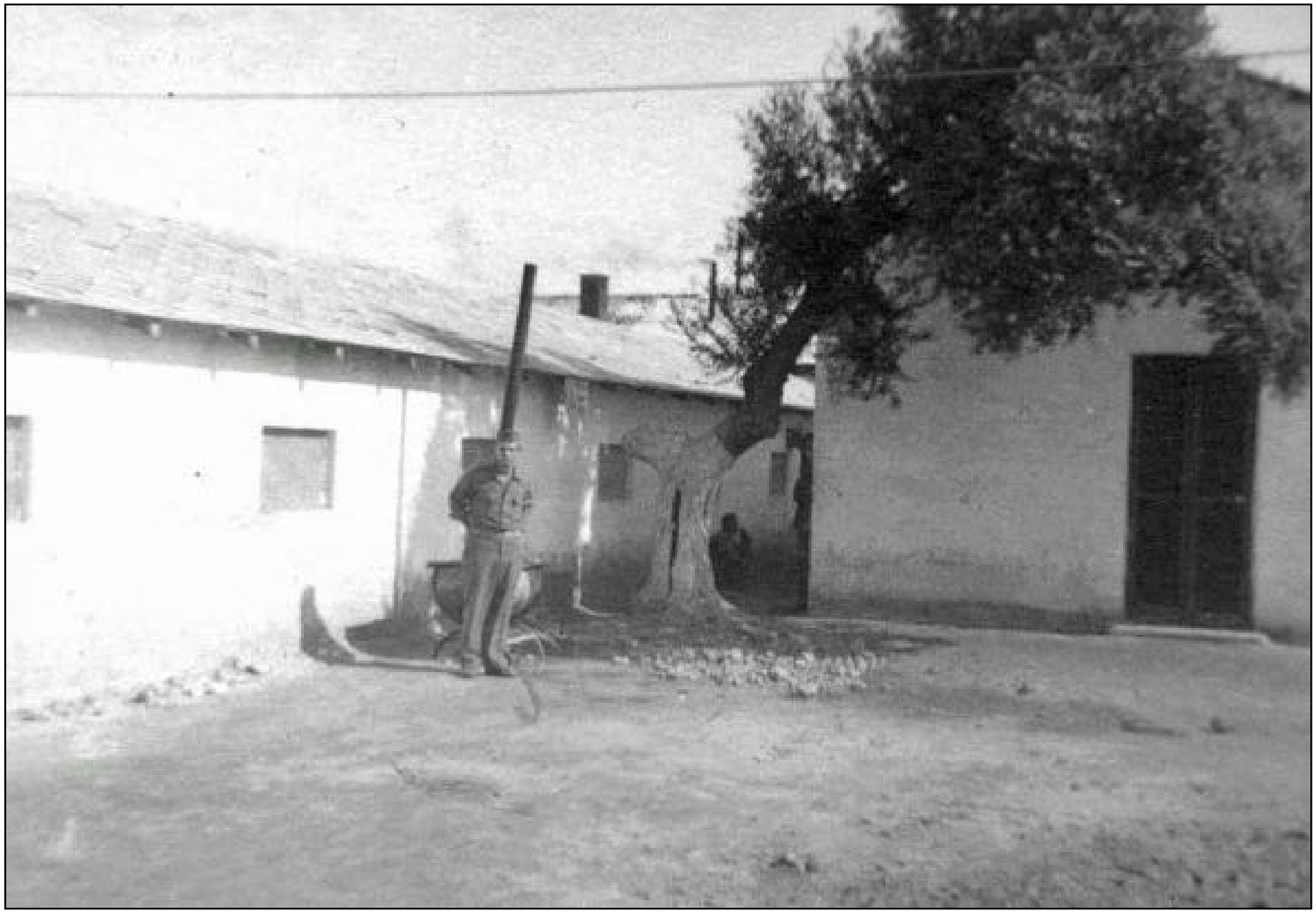
721st Bomb Squadron, 450th Bomb Group, 15th Air Force.

Shown after her left landing gear collapsed on landing at Manduria, Italy on 13 March 1944



The Maintenance Hangar





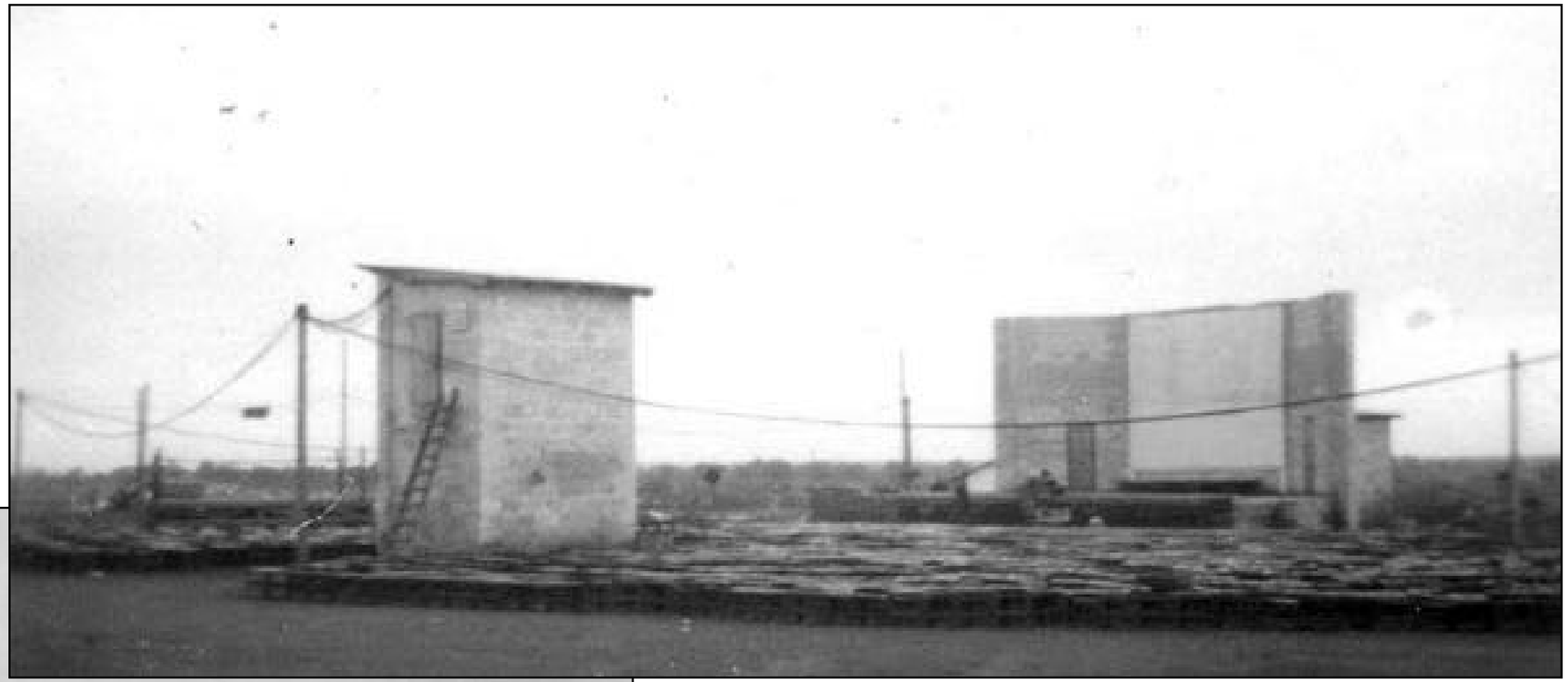
721st Mess Hall

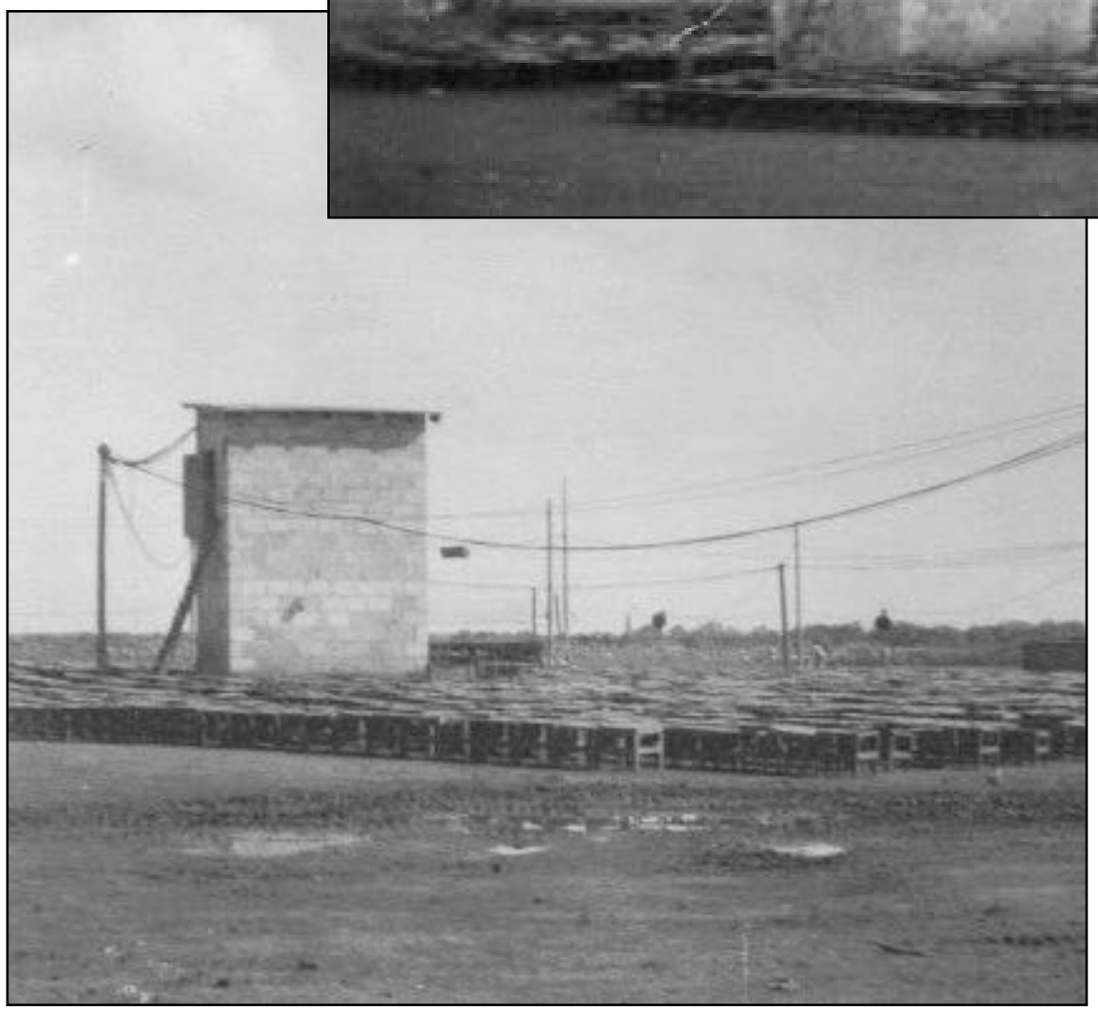


721st Tent and House Area



721st Day Room





The 450th BG "Drive In"



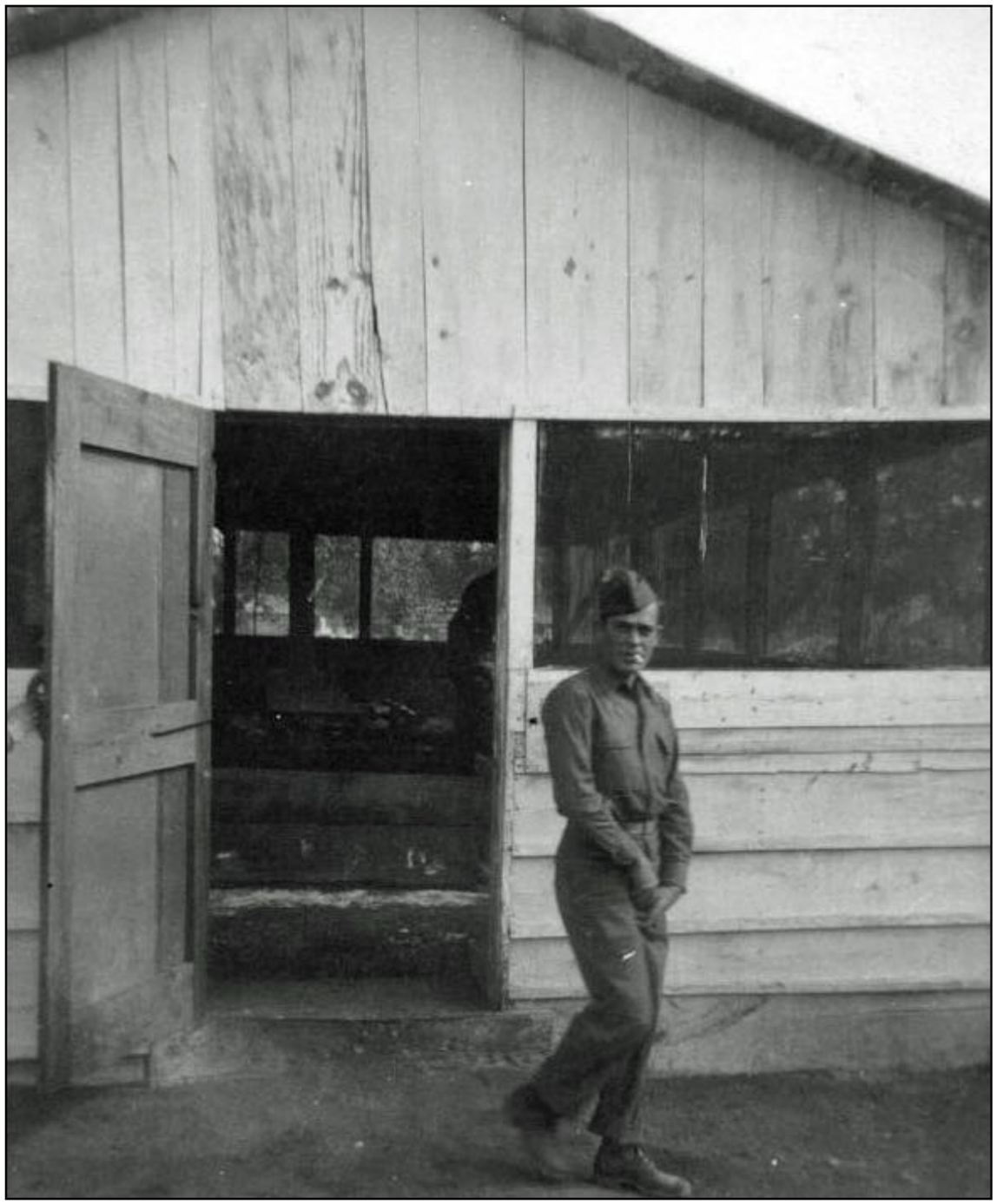
The 721st Orderly Room



The 721st Barracks



The 721st Barracks



The 721st Latrine



The 721st Squadron Officer's Club



Engineering & Statistics



Group Hospital



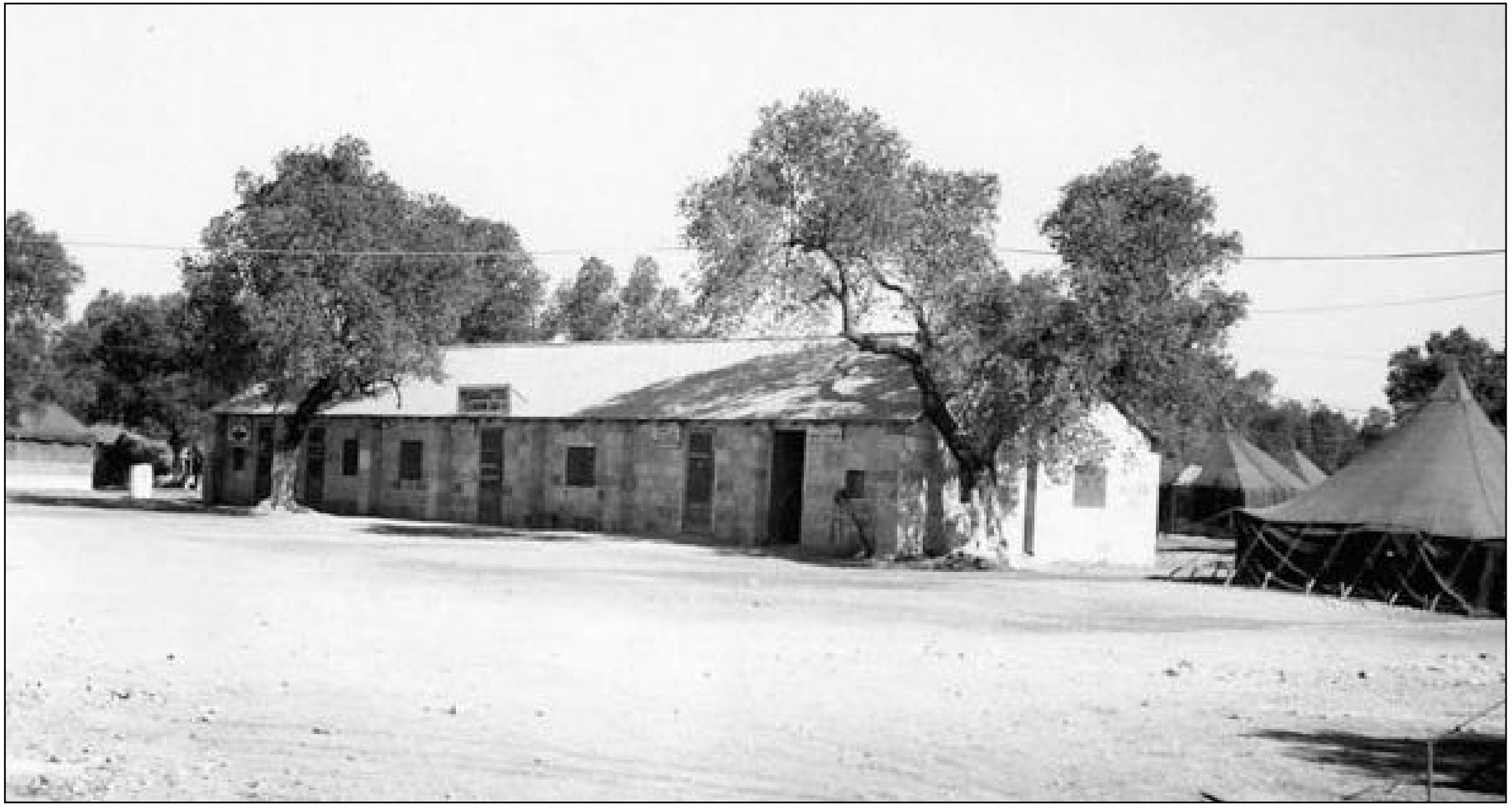
Headquarters

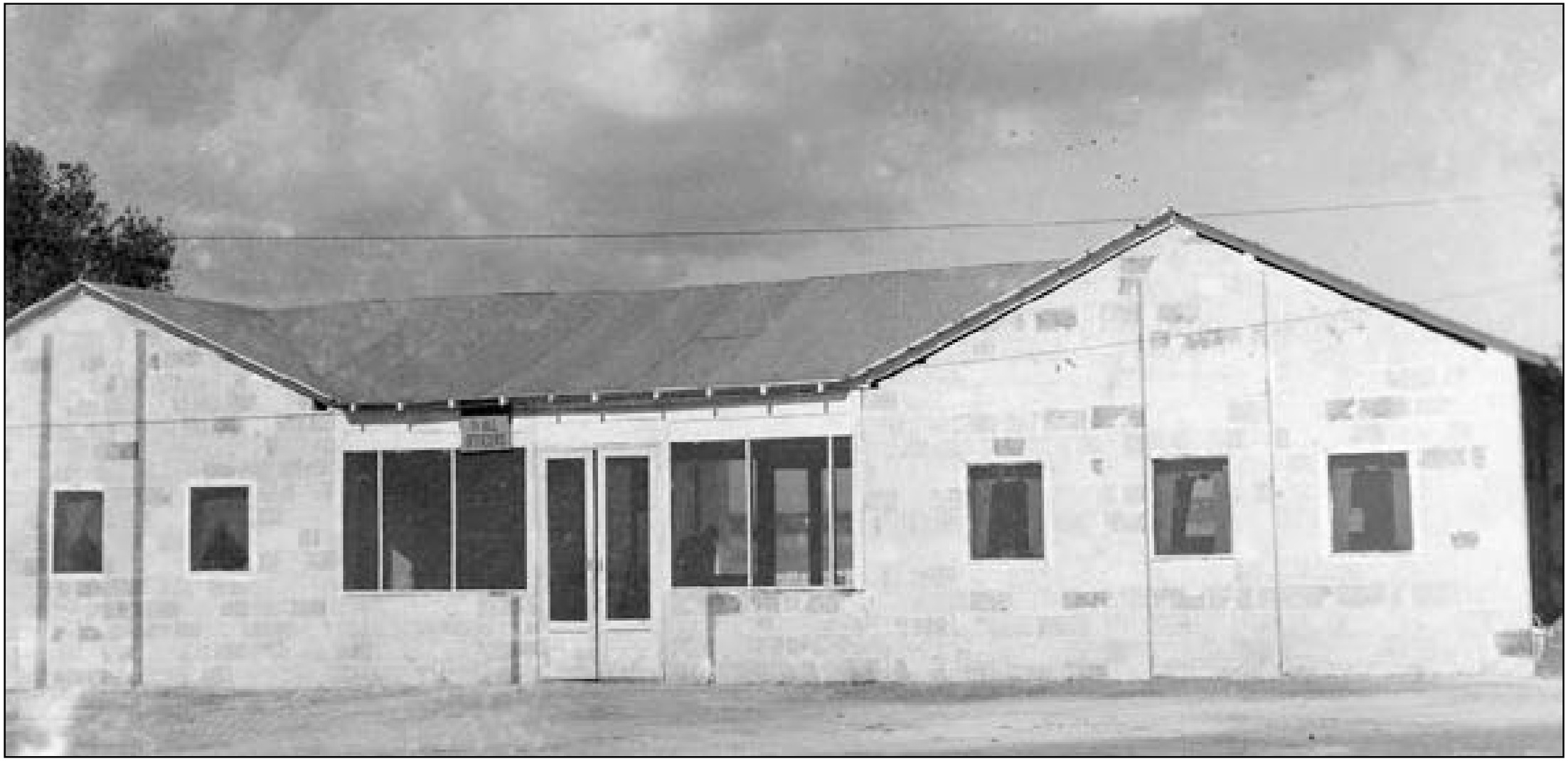


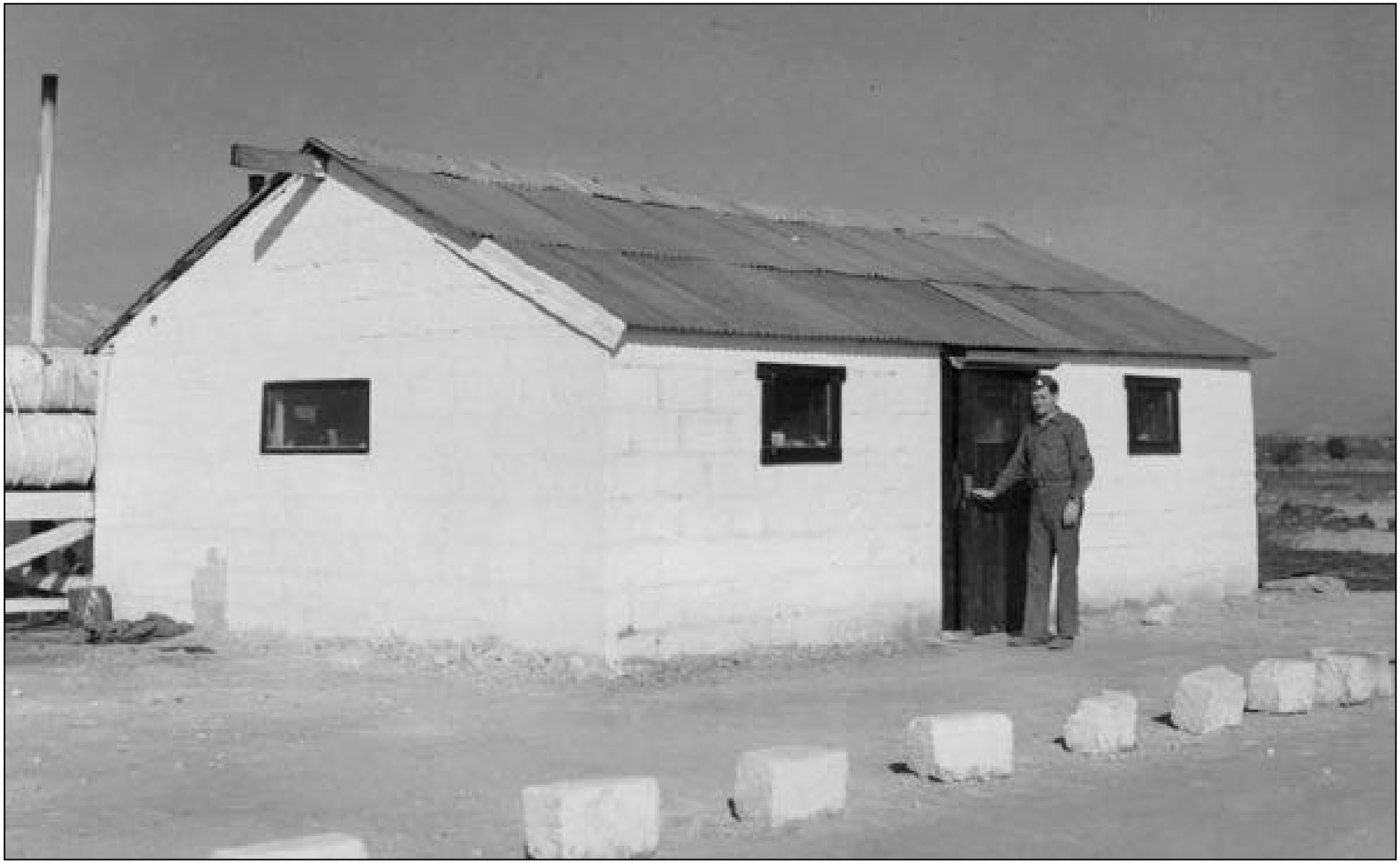
Home of the "UnHoly Three"



View Across The Field













450th BOMBARDMENT GROUP (H)

LEAFLET DROPPED ON GERMAN TERRITORY DURING BOMBING RAIDS BY B-24 BOMBERS IN WORLD WAR II

ACHTUNG!

LEBENSGEFAHR!

● Heute finden sich unter den Bomben, die uns der totale Krieg auf kriegswichtige Ziele in euerer Nachbarschaft zu richten zwingt, einige mit hoher Sprengwirkung, die nicht augenblicklich bersten.

● Das ist beabsichtigt, und diese Bomben sind alle mit Zündern versehen, die sie in verschiedenen Zeitpunkten zur Explosion bringen.

● Solche Bomben sind nicht ohne Gefahr zu entfernen, weil niemand weiss, wann sie krepieren werden.

● Wir beabsichtigen dadurch die in deutschen kriegswichtigen Indust ie - und Verkehrsanlagen beschäftigten Arbeiter von ihren Werkstätten so lang wie möglich fern zu halten.

● Wenn eine derartige Bombe in euer Haus oder in seiner Nachbarschaft niederfiel, so war das nicht beabsichtigt. Doch Ihr seid gewarnt, dass es Stunden, ja sogar Tage währen kann, ehe sie explodiert. Begebt euch deshalb sofort aus ihrer Nähe!

● So lange das Volk bereit bleibt, für Hitler und die NSDAP weiter zu kämpfen und weiter zu arbeiten, so lange werden wir genötigt, sein, diese und andere neue Waffen zu verwenden.

● Sobald sich aber das Volk entschliesst, mit Hitler und seinem Krieg ein Ende zu machen, dann - und nur dann - kann mit der Zerstörung eingehalten und mit dem Wiederaufbau des wahren Deutschlands begonnen werden.

DAS VOLK MUSS ENTSCHEIDEN!

VERTRIEB: DIE U.S.A.A.F. G/109

ATTENTION!

DANGER OF LIFE!

- Today you find yourself under our bombs which the total war has forced us to aim at strategic points in your neighborhood. Many have a high explosive charge, and can explode at any moment.

- This is done intentionally, and these bombs are all equipped with time-delay fuses that will activate an explosion of these bombs at various times.

- Such bombs cannot be removed without danger since no one knows when they will explode.

- Our purpose of this action is to keep workers employed at industrial and transportation facilities, that are strategic to the German war effort, away from their place of work as long as possible.

- When such a bomb falls in your house or neighborhood, it is not intentional; However, you are warned that it may be hours or even days before such a bomb explodes. Thus evacuate the vicinity immediately!

- As long as the people continue to fight and work for **Hitler** and the **NSDAP** (National Socialist German Workers Party), we will be obligated to use these and other new weapons against you.

- However, as soon as the people decide to put an end to **Hitler** and his war, then, and only then can the destruction come to an end, and the rebuilding of the true Germany begin.

THE PEOPLE MUST DECIDE!

Publisher: The USAAF



Whiskey Line


720TH BOMB SQUADRON


720TH BOMB SQUADRON



Cottontail Club – 1944. Officer's Club 450th Bomb Group



A B-24H landing at Manduria Airfield



Officers Quarters



A ten year-old boy, Vincenzo Dimitri, teaches italian language to a B-24 crew

“Lake Manduria”





War Theatre #12 (Italy) - FIELDS AND INSTALLATIONS.

Rec'd from BPR 10 April 44. Stamped:Released for Publication. Copied 11 April 44.

These two air corps soldiers are really battling the elements. A continous and heavy rainfall has turned this base in Italy into a sea of mud. The covering that is placed on the tail of this B-24 Liberator of the Mediterranean Allied Air Forces, protects the guns from any detrimental effects that the rain may have on them.



50461 A.C.

INDEXED

Mediterranean Installations
Entrance
A23713

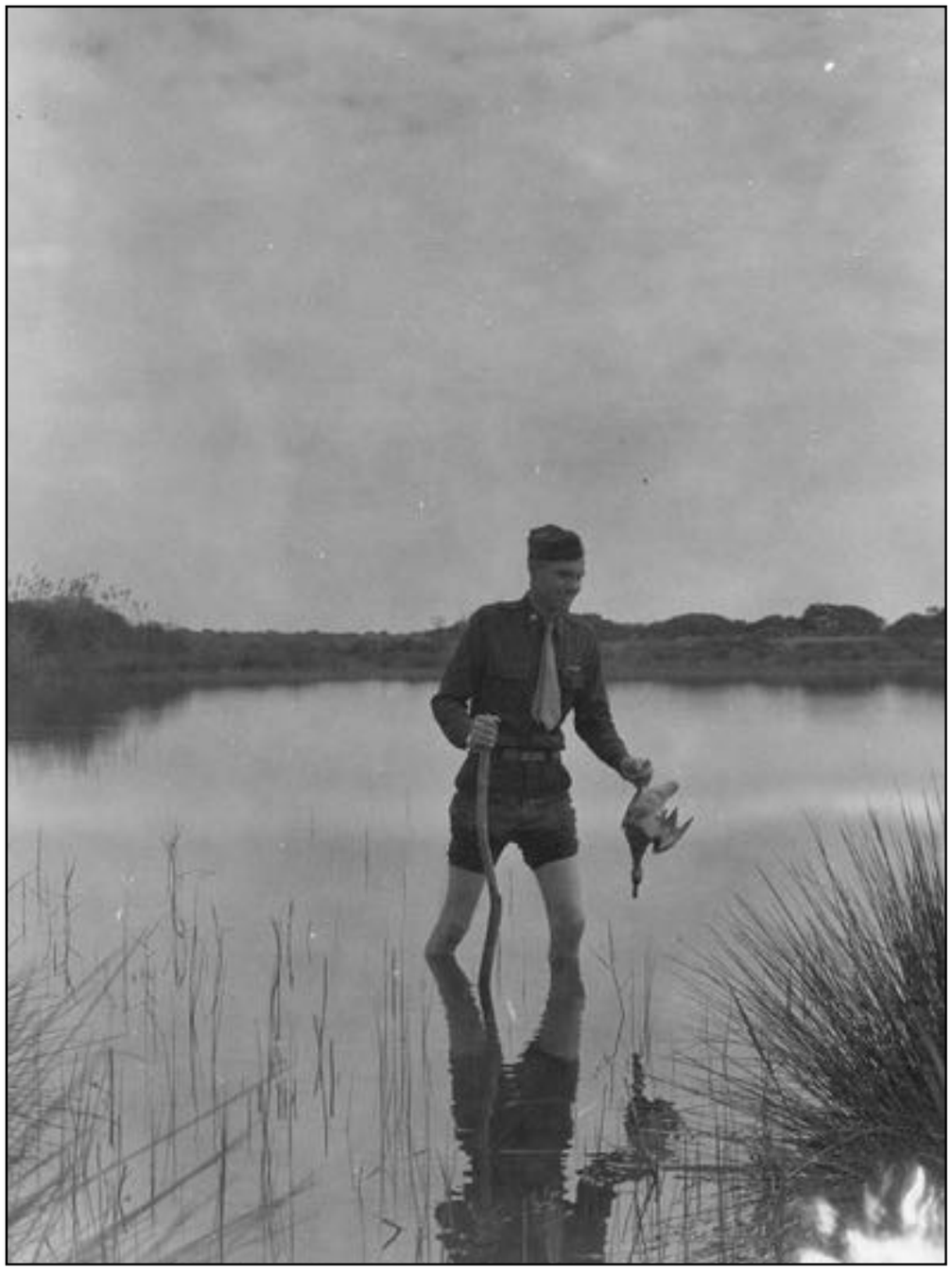




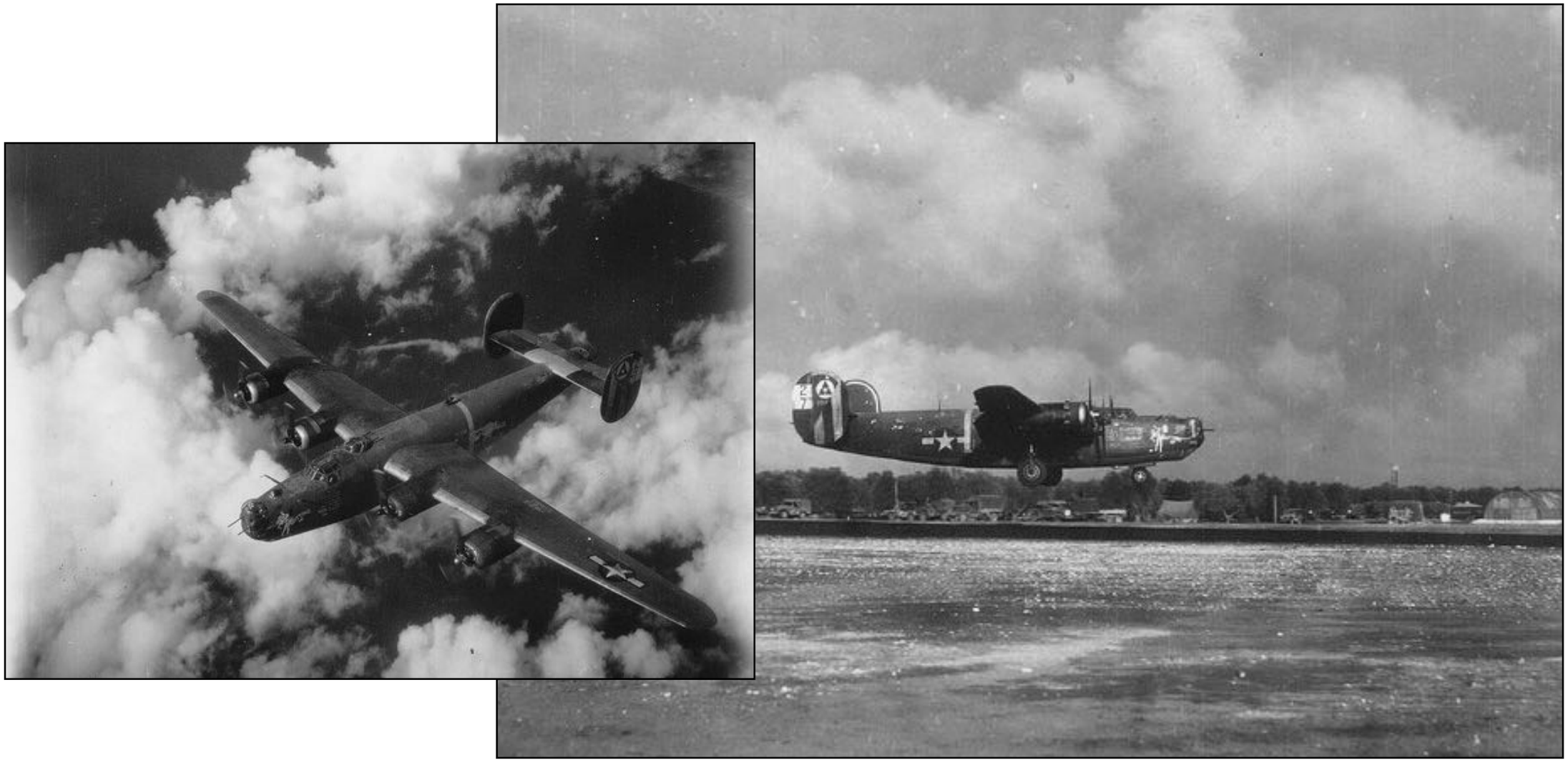
The man on the left is Major General Nathan Twinning, the Commanding Officer of the 15th Air Force. The man on the right is most likely Col. Ellsworth Jacoby, Commanding Officer of the 450th Bomb Group.



A plane crash site



A 450th airman duck hunting



"Bottoms Up" - Consolidated B-24H-5-CF Liberator #42-64448; 721st Bomb Squadron, 450th Bomb Group, 15th Air Force. This plane was lost due to unknown reasons while flying through heavy clouds on the 16 March 1945, mission to bomb the marshaling yards at Weiner-Neustadt,Austria. The entire crew was later declared dead.



Easter Service 1944 with Chaplain (Captain) Paul M. Stevens



A 450th church service with Chaplain John Keefe



Bari Cemetery, Italy - the final resting place to the fallen soldiers of the 450th Bombardment Group

CHAPTER 5

Missing Aircrew Report (MACR) #5463 For B-24H Serial No. 42-94901

What's in these records?

Typically a MACR gives some or all of the following kinds of information about each crew member:

- Name
- Rank
- Service number
- Crew position
- name and address of next of kin

The report also usually indicates the following:

- Army Air Forces organization to which the aircraft was assigned
- Place of departure and destination of the flight plan
- Weather conditions and visibility at the time of loss
- Cause of crash
- Type, model, and serial number of the aircraft and its engines
- Kinds of weapons installed and their serial numbers

Some case files include the names of persons with some knowledge of the aircraft's last flight. In some cases these are rescued or returned crew members. Most reports do not contain all of the above information, especially those prepared in 1943 and in 1947.

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

5463.

~~CONFIDENTIAL~~

RESTRICTED

Classification changed
to RESTRICTED
by [illegible], AG
by [illegible]
Date MAR 15 1945

RESTRICTED

~~CONFIDENTIAL~~

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

~~C O N F I D E N T I A L~~

9n-45

Classification changed
to RESTRICTED
by E. [illegible], AG
by F. W. [illegible], AC
Date MAR 1 5 1945

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

1. ORGANIZATION: Location Manduria, Italy Command or AF 15 AF
Group 450th Bombardment Squadron 722d Bombardment

2. SPECIFY: Point of Departure Manduria Air Base, Italy Course North
Target Ebreichsdorf Type of Mission Combat
Austria

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Clear

4. GIVE: (a) Date 30 May 1944 Time 1113 Location 46°00'N-16°30'E
of last known whereabouts of missing aircraft.
(b) Specify whether: ( ) Last Sighted ( ) Last Contacted by Radio
( ) Forced Down (x) Seen to Crash; or
( ) Information not available.

5. *AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
( ) Enemy Aircraft (x) Enemy Anti-Aircraft ( ) Other circumstances as follows:

6. *AIRCRAFT: Type, Model & Series B-24H AAF Serial No 42-94901

7. ENGINES: Type, Model & Series P&W R-1830 AAF Serial No (a) GP 30696
(b) GP 306792 (c) GP 306957 (d) GP 30669

8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number) All Browning Air-cooled M-1
(a) 1186640 (b) 1185945 (I) 1185816
(c) 1186060 (d) 1187130 (I) 1185851
(e) 998482 (f) 1057996
(g) 1057679 (h) 1181191

9. PERSONNEL LISTED BELOW REPORTED AS: (x) Battle Casualty ( ) Non-Battle Cas.

10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

	CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO.	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
1.	Pilot	Bruner, Tommy F.	2d Lt.	O-684262	C. N. Bruner, father, R. F. D. #1, Toomsboro, Georgia. RTD
2.	CP	Morrissey, Francis J.	2d Lt.	O-703130	James S. Morrissey, father, 322 Elverne Avenue, Dayton, Ohio. RTD
3.	N	Parr, Harry E., Jr.	2d Lt.	O-690708	Mrs. Harry E. Parr, Jr. wife, 2 Brookfield Ave., Euclah Park, Cleveland, Ohio. RTD
4.	B	Gross, Edwin	1st Lt.	O-676380	Bertha Gross, mother, 125 Elliot Ave., Yonkers, New York. RTD
5.	E	Jones, Dee R., Jr.	T/Sgt.	19174895	Mary M. Jones, mother, Rt. #1, Box 840, Vesta, California. RTD
6.	R	Cain, Richard J.	S/Sgt.	12185620	John T. Cain, father, 7 Woodruff Aven., Brooklyn, New York. RTD
7.	AR WG	Josephson, Harland F.	Sgt.	37562240	Nora W. Josephson, wife, 4711 E. 14th St., Oakland, California. RTD
8.	AG WG	Mielke, Wallace J.	Sgt.	37566099	Lawrence Mielke, father, 1011 Beech Ave., St. Paul, Minnesota. RTD

~~C O N F I D E N T I A L~~

Incl #1

(See Reverse Side)

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By: NARA NARA Date: 1973

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9. AR Engle, Charles D. S/Sgt. 35623108 Ramona R. Engle, wife, 64 S. 4th St., Columbus, Ohio.
10. AAG 10 Pine, Arthur W. S/Sgt. 37652458 Veronica Pine, wife, c/o Mike Hannon, Maloy, Iowa.
11.
12.

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SALE:

NAME IN FULL	RANK	SERIAL NO	Contacted By Radio	Last Sighted	Saw Crash	Forced Landing
1. Truex, Vincent C	S/Sgt.	35563816			x	
2. Zaleski, Peter P.	T/Sgt.	35519352			x	
3.						
4.						
5.						
6.						

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
(x) Parachutes were used ( ) Persons seen walking away from scene of crash
( ) Any other reason (specify) _____

13. ATTACH, AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (in no search, so state giving reason) None

Date of this Report 4 June 1944

(Signature of Preparing Officer)
C. J. DONOVAN,
Major, Air Corps,
Adjutant.

2 Incls.
Incl 1 - Statement.
" 3 - Sketch.

RECEIVED
JUN 26 1944

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- 2 -

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

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HEADQUARTERS
FOUR FIFTIETH BOMBARDMENT GROUP (H)
APO FIVE TWO ZERO US ARMY

1 June 1944

On 30 May 1944, our group was on a mission to bomb the target at Ebreichsdorf, Austria. I was flying as gunner in ship #211 in the second attack unt. Lieutenant Bruner's aircraft #42-94901 was in the same element. After hitting the target and proceeding on the return route, Lieutenant Bruner's aircraft was hit by flak. As a result the ship kept losing altitude and speed. Soh after I saw ten chutes leave the ship at regular intervals. The plane then turned over went into a steep dive and exploded upon hitting the groun. The time was 1113 and the coordinates were 46°00'N-16°30'E.

Peter P. Zaleski
T/SGT. PETER P. ZALESKI
A. S. N. 35519352

Incl 1 to Incl 1

~~CONFIDENTIAL~~
- 1 -

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

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HEADQUARTERS
FOUR FIFTIETH BOMBARDMENT GROUP (H), AAF
APO FIVE TWO ZERO US ARMY

1 June 1944

On 30 May 1944, I was flying as gunner on gunner on a mission to bomb the target at Ebreichsdorf, Austria. Lieutenant Bruner's aircraft #42-94901 was flying position #4 in our element. Lieutenant Bruner's aircraft was hit by flak and as a result it kept losing altitude and speed. A short while later, I counted ten chutes as they left the ship at regular intervals. After every one was out the ship went into a steep dive and exploded on the ground. The time was 1113 and the coordinates were 46°00'N-16°30'E.

Vincent C. Trunk
S/SGT. VINCENT C. TRUKK
ASN 35563816

Incl 2 to Incl 1

~~CONFIDENTIAL~~

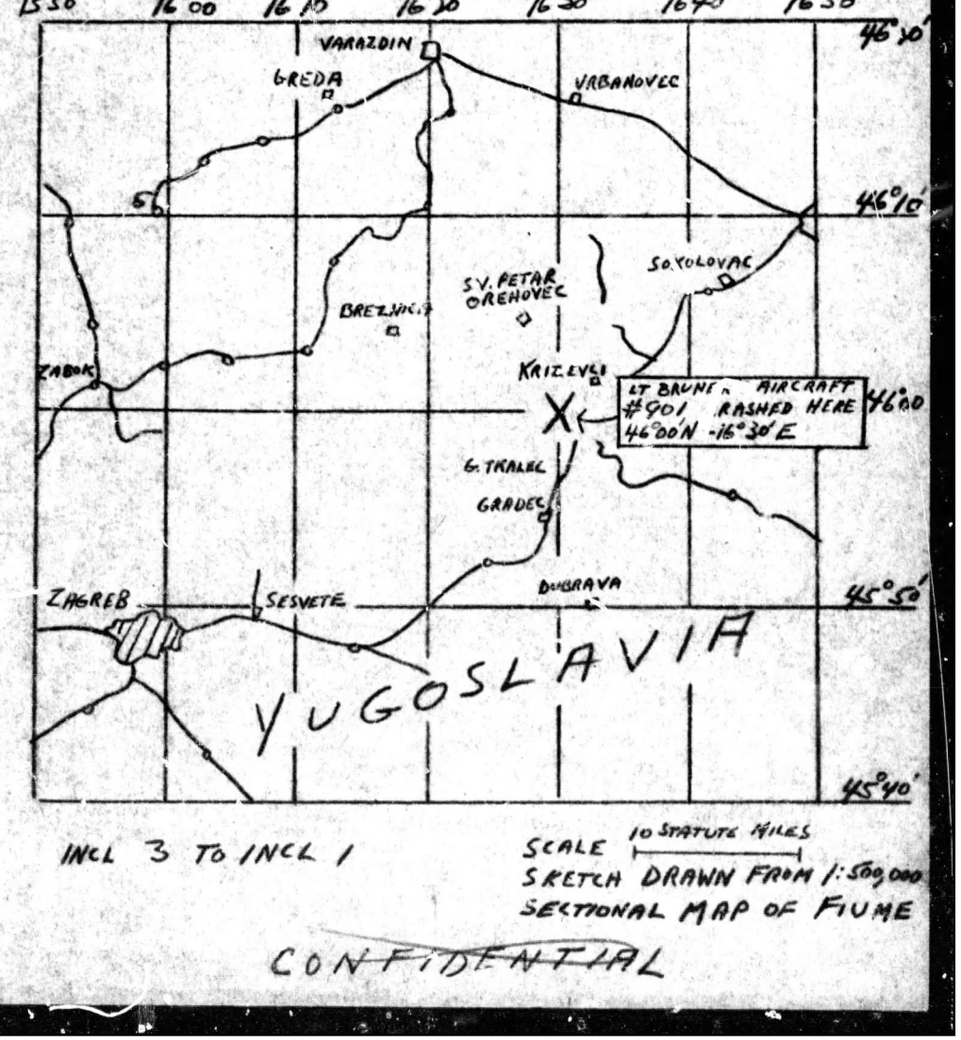
- 1 -

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By: NARA NARA Date: 1973

~~CONFIDENTIAL~~

SKETCH SHOWING LOCATION WHERE LT BRUNER'S AIRCRAFT #42-94901 CRASHED.

DATE — 30 MAY 1944
TIME — 1113
POSITION — 46°00'N-16°30'E



INCL 3 TO INCL 1

SCALE 10 STATUTE MILES
SKETCH DRAWN FROM 1:500,000 SECTIONAL MAP OF FIUME

~~CONFIDENTIAL~~

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HEADQUARTERS
FOUR FIFTEETH BOMBARDMENT GROUP (H), AAF 2: CJD/wej
APO FIVE TWO ZERO US ARMY

5 June 1944

SUBJECT: Transmittal of Missing Air Crew Report.

TO : Commanding Officer, Forty-seventh Wing, APO 520, U. S. Army.

1. Transmitted herewith is the Missing Air Crew Report on crew assigned to this group reported missing in action as of 30 May 1944 on mission over Ebreichsdorf, Austria.

Rank	Name	A. S. No.
2d Lt.	Tommy F. Bruner	0-684262
2d Lt.	Francis J. Morrissey	0-1703130
2d Lt.	Harry E. Parr, Jr.	0-690708
1st Lt.	Edwin Gross	0-676380
T/Sgt.	Dee R. Jones, Jr.	19174895
S/Sgt.	Richard J. Cain	12185620
Sgt.	Harland F. Josephson	37562240
Sgt.	Wallace J. Mielke	37566099
S/Sgt.	Charles D. Engle	35623108
S/Sgt.	Arthur W. Pine	37652458

2. Subject personnel are battle casualties as defined by paragraph 2, Section II, Circular 10, NATOUSA, dated 24 January 1944.

3. Battle casualty report forwarded to your headquarters, 1 June 1944.

For the GROUP COMMANDER:

C. J. DONOVAN,
Major, Air Corps,
Adjutant.

1 Incl.
MAC Rpt., Lt. Bruner & crew
- 4 June 1944 w/ 3incls (in quint)

CONFIDENTIAL
- 1 -

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Authority: NND 735001
By: NARA NARA Date: 1973

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360.33 1st Ind. C: GGN/lwj.
HEADQUARTERS 47TH WING, APO 520, 8 June 1944.

TO: Commanding General, Fifteenth Air Force, APO 520.

5463

G. G. N.

1 Incl: N/c.

AG 360.33 2nd Ind. GP-hm/gow
HQ, FIFTEENTH AIR FORCE, APO 520, 13 June 1944.

TO: CG, NATOUSA, APO 534. Attn: Casualty Branch, AGD.

Personnel included in attached MAC Report were processed on consolidated BCR L-97, dated 3 June 1944, which was forwarded to the 30th MRU, 3 June 1944.

For the Commanding General:

Harold B. Neely
HAROLD B. NEELY,
Major, AGD,
Assistant AG.

1 Incl:
Incl 1 (dup).

INCL #8

CONFIDENTIAL
-2-

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Authority: NND 735001
By: NARA NARA Date: 1973

30 may 44

KSU 1201

Field Command 1038
Place Command II

To the
Command of Air Field Area 6/XVII
(Agram) thru
German Commanding Gerneral in Croatia.

Today appeared in Post Hdq Lt Fruehwirth A.P.O. No. 56 963 and handed over the enclosed note-bloc with one ident. tag. Both things were discovered by the emergency landed & destroyed American bomber 2 km east of Crkvena.
Lt. Fruehwirth presumes that the identification tag belongs to the dead pilot.

1 note bloc
1 ident. tag

/s/ illegible
Captain & Post Commander

- - - - - - - - - - - - -

Command of the Air Field Area 6/XVII (Agram) June 5, 1944
Group Ic/Security File No. 8
Enclosure
To
Dulag Air
Oberursel near Frankfur am Main
transmitted along with annex.
By order of:
Illegible
Lt Col

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

CASUALTY NO. KSU 1301

REPORT ON SHOT-DOWN AIRCRAFT

DATE AND TIME AIRCRAFT WAS SHOT DOWN: May 30, 1944 - 12.15 hrs.

PLACE OF CRASH: Near Krisevaca-parachute jump

TYPE OF AIRCRAFT: 4 motor plane - downed by pursuits

REPORTING OFFICE: Air Base Command A(o)111/XVII
Agram-Stadt, Junel/44-10/50 hrs.

CREW

SURNAME, AND FIRST NAME: MIELKE Wallace J.

DATE OF BIRTH:

RANK: Sgt

SERIAL NUMBER: 37566099

CAPTURED: Krizevaca May 30/44 WOUNDED: DEAD:

DISTRIBUTION: WHICH CAMP: TYPE OF INJURY:

GRAVE LOCATION:

REMARKS:

Distribution:
Air Forces Adm. Command Hdq. 1x
Dulag Air 1x
Hospital 1x

A true copy:
/s/ Coppite
1st Lt

G-2336.AF(6)

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

CASUALTY NO. KSU 1301

REPORT ON SHOT-DOWN AIRCRAFT

DATE AND TIME AIRCRAFT WAS SHOT DOWN: May 30/44, 12.15 hrs.

PLACE OF CRASH: Near Krizevaca, parachute jump

TYPE OF AIRCRAFT: 4 motor plane downed by pursuits

REPORTING OFFICE: Air Base Command A(o)111/XVII
Agram-Stadt, June 1/44-10/50 hrs.

CREW

SURNAME, AND FIRST NAME: MORRISSEY Francis Joseph

DATE OF BIRTH:

RANK: Lt

SERIAL NUMBER: O-1703130

CAPTURED: Krizevaca May 30/44 WOUNDED: DEAD:

DISTRIBUTION: WHICH CAMP: TYPE OF INJURY:

GRAVE LOCATION:

REMARKS:

G-3234.AF(6)

67 8136

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

CASUALTY NO. KSU 1301

REPORT ON SHOT-DOWN AIRCRAFT

DATE AND TIME AIRCRAFT WAS SHOT DOWN: May 30/44-12.15 hrs.

PLACE OF CRASH: Near Krizevaca-parachute jump

TYPE OF AIRCRAFT: 4 motor plane downed by pursuits

REPORTING OFFICE: Air Base Command A(o)111/XVII
Agram-Stadt, June1/44-10.50 hrs.

CREW

SURNAME, AND FIRST NAME: CAIN Richard J.

DATE OF BIRTH:

RANK: S/Sgt

SERIAL NUMBER: 212185620

CAPTURED: Krizevaca May 30/44 WOUNDED: DEAD:

DISTRIBUTION: WHICH CAMP: TYPE OF INJURY:

GRAVE LOCATION:

REMARKS:

G-3234.AF(6)

67 8136

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

KSU 1301

Air Base Command A(o)111/XVII
Agram-Stadt
Transfer Command
Concerns: Transfer of PW's
To
Dulag Air
Oberursel/near Frankfurt am Main

Billets, June 1/44

This post transfers following mentioned 3 North American PW's as well as 3 packages, 3 indexes, and 3 sheets of form page I.

Lt Morrissey, Francis Joseph
S/Sgt Cain, Richard J.
Sgt Mielke, Wallace J.

By order of:
Ceppito
1st Lt

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

KSU 1301

Air Base Command A(o)11/XVII
Agram-Stadt
Transfer Command

Billets June 4/44

Concerns: Transfer of a PW

To
Dulag Air
Oberursel/near Frankfurt am Main

The post transfers the PW North American flyer

S/Sgt Charles D. Engle,

as well as 1 package, 1 list, and 1 form page I.

By order of:
Ceppito
1st Lt

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

CASUALTY NO. KSU 1301

REPORT ON SHOT-DOWN AIRCRAFT

DATE AND TIME AIRCRAFT WAS SHOT DOWN: May 29, 1944-12.30 hrs.

PLACE OF CRASH: Parachute jump Visnjaria near Krevec'

TYPE OF AIRCRAFT: Liberator thru pursuits

REPORTING OFFICE: Air Base Hdq A(o)111/XVII
Agram-Stadt, June 4/44-15.00 hrs.

CREW

SURNAME, AND FIRST NAME: JOSEPHSON H.F.

DATE OF BIRTH:

RANK: Sgt

SERIAL NUMBER: 37562240

CAPTURED: Visnjeria, May 29/44-12.30 hrs. WOUNDED: DEAD:

DISTRIBUTION: WHICH CAMP: TYPE OF INJURY:

Army Hospital 1/637

GRAVE LOCATION:

REMARKS:

6-3334.AF(6)

07 0414

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By: NARA NARA Date: 1973

KSU 1301
KSU 1295

Telety..e station
Current No. ...
June 4, 1944 - ...0 hrs.

* - A - 1114 No. 141 June 6, 1944 - 19.00 hrs.
To Duty Air, Oberursel, near Frankfurt/Main
Captured were: I : May 29, 1944 near Visnjarija (Kreveci) the two
North American flyers:
1. S/Sgt Engle, Charles D., 35623108 - - - - - - - - 1301
2. Sgt Josephson, H.F., 37562240 - - - - - - - - - 1301
Both parachuted from 4 motor bomber on account of flak hit.

III. On May ... 1944 near Bjelovar the North American flyer
1/Lt Brunner, Sy..o, F, O-684262 - - - - - - - - - -1301

Air Base Command Agram-Stadt.**

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Authority: NND 735001
By: NARA NARA Date: 1973

DATE AND TIME AIRCRAFT WAS SHOT DOWN 30 May 1944, 1215 a.m. CASUALTY NO. ~~NE 1301~~

PLACE OF CRASH at Krizevacs

TYPE OF AIRCRAFT Liberator

REPORTING OFFICE Air Base Command A (o) 111/XVII

NAME	RANK	SERIAL NUMBER	CAPT'D WOUNDED DEAD	PLACE OF INTERNMENT
MORRISEY FRANCIS JOSEPH 25 October 1922 USA	2nd Lt.	O-1703130	captured	Dulag Luft
CAIN RICHARD JOHN	S/Sgt	12185620	captured	Dulag Luft
MIELKE WALLACE JOHN	Sgt	37566099	captured wounded	Dulag Luft
JOSEPHSON HARLAND FRANKLIN	Sgt	37562240?	~~EXPENSE~~	Dulag Luft

CASUALTY NO. NE 1301 1st Supplementary Report, dated 19 June 1944

ENGLE CHARLES DUDLEY 19 September 1923 Leesburg, Ohio	S/Sgt	35623108	captured	Dulag Luft
BRUNNER TOMMY FREEMAN	2nd Lt.	O-664262	captured	Dulag Luft
GROSS NORMAN CHARLES	1st Lt.	O-730463	captured	Dulag Luft

CASUALTY NO. NE 1301 2nd Supplementary Report, dated 26 November 1944

It is requested to be reclined 1st Lt. GROSS NORMAN CHARLES, O-730463, in this casualty report, for he was already reported under NE 1291.

MACR 5463

REMARKS:

Dulag Luft: 24 June 1944, We.

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Authority: NND 735001
By: NARA NARA Date: 1973

DATE: 5/30/44 1215

PLACE: near Krizevacs
62 km E. Agram

TYPE: Liberator
722 (HB) Sqd.
450 Gourp,

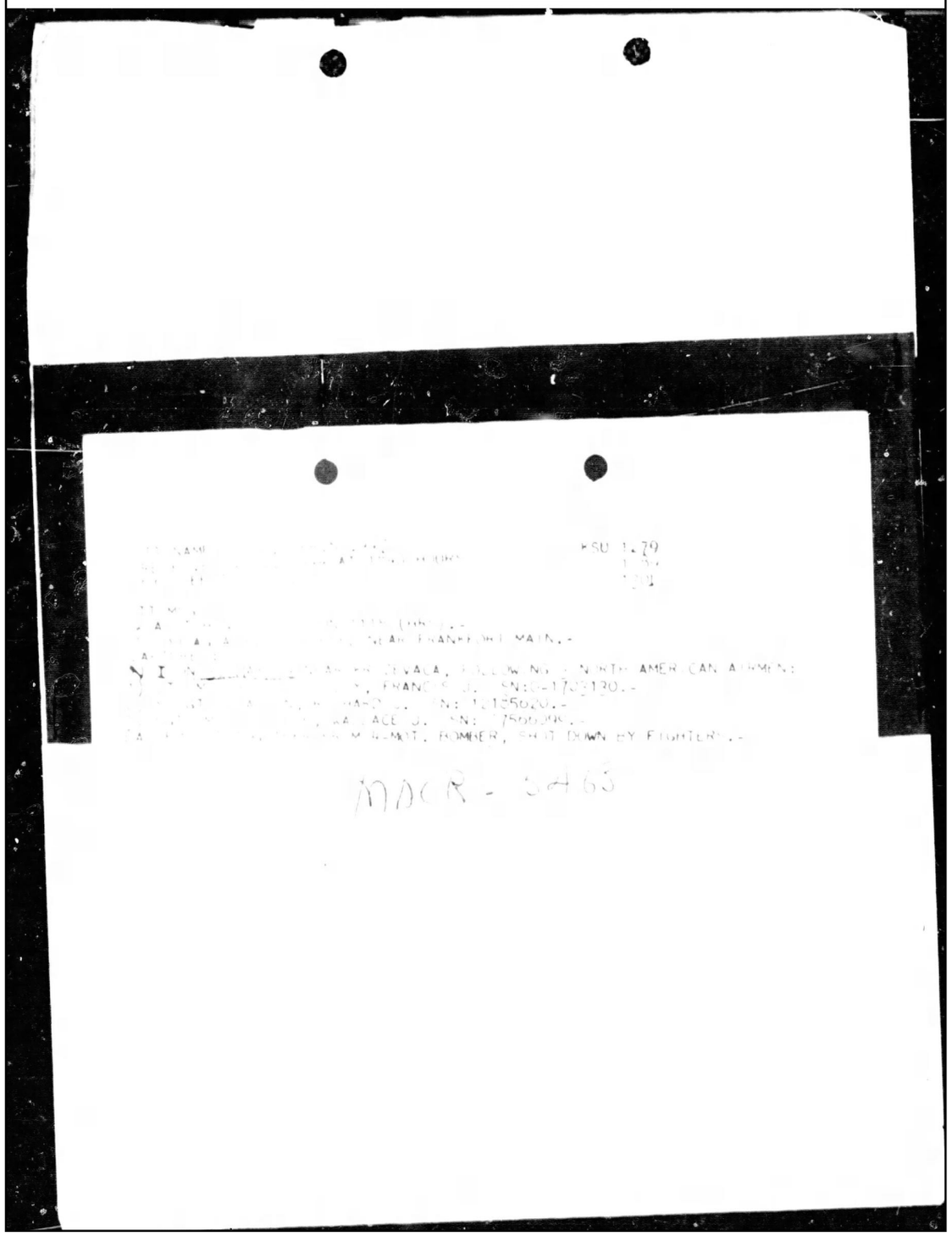
TARGET: Hq. Air Base A (o) 111/XVII

U.S.A. NE 1301

2nd.Lt.	BRUNNER, Tommy Freeman	0-664262 .
2nd.Lt.	MORRISSEY, Francis Joseph	0-1703130 .
2nd.Lt.	PARR,	
~~1st.Lt.~~	~~GROSS, Norman Charles~~	~~0-730463~~ .
T/Sgt.	JONES	
S/Sgt.	CAIN, Richard, John	12185620 .
Sgt.	MIELKE, Walter Jonn	37566099 .
Sgt.	JOSEPHSON, Harland Franklin	37562240 . Hospital
Sgt.	PINE, Arthur W. K/A	37652458 . SD 1952
Sgt.	ENGLE, Charles Dudley	35623108 .

- - - - -

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By: NARA NARA Date: 1973



MACR - 5263

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By: NARA NARA Date: 1973

POW 2nd Lt. Tommy F. Bruner
Mr. Charles H. Bruner, (Father)
Rural Free Delivery #1,
Toomsboro, Georgia.

POW 2nd Lt. Francis J. Morrissey
Mr. James Morrissey, (Father)
332 Alverne Avenue,
Dayton, Ohio.

RTD 2nd Lt. Harry E. Parr Jr.
Mrs. Betty M. Parr, (Wife)
2 Brookfield Beulah Park,
Cleveland 10, Ohio.

RTD 1st Lt. Edwin Gross
Mrs. Bertha S. Gross, (Mother)
126 Elliott Avenue,
Yonkers, New York.

RTD T/Sgt. Dee R. Jones Jr.
Mrs. Mary M. Jones, (Mother)
Box 840,
[illegible], California.

POW S/Sgt. Richard J. Cain
Mr. John T. Cain, (Father)
7 Woodruff Avenue,
Brooklyn, New York.

POW Sgt. Harland F. Josephson
Mrs. Nora W. Josephson, (Wife)
4711 East 14th Street,
Oakland, California.

POW Sgt. Wallace J. Mielke
Mr. Lawrence Mielke, (Father)
1011 Beech Avenue,
St. Paul, Minnesota.

POW S/Sgt. Charles D. Engle
Mrs. Ramona R. Engle, (Wife)
64 South 4th Street,
Columbus, Ohio.

Mrs. Norah G. Engle, (Mother)
Leesburg, Ohio.

MIA S/Sgt. Arthur W. Pine
Mrs. Veronica M. Pine, (Wife)
Maloy, Iowa.

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Authority: NND 735001
By: NARA NARA Date: 1973

2nd Lt. Tommy F. Bruner	Mr. Charles N. Bruner, (Father) Rural Free Delivery #1, Toomsboro, Georgia.
2nd Lt. Francis J. Morrissey	Mr. James Morrissey, (Father) 332 Elverne Avenue, Dayton, Ohio.
2nd Lt. Harry E. Parr Jr.	Mrs. Betty M. Parr, (Wife) 2 Brookfield Beulah Park, Cleveland, 10, Ohio.
1st Lt. Edwin Gross	Mrs. Bertha S. Gross, (Mother) 125 Elliott Avenue, Yonkers, New York.
T/Sgt. Dee R. Jones Jr.	Mrs. Mary M. Jones, (Mother) Route One, Box 840, Vista, California.
S/Sgt. Richard J. Cain	Mr. John T. Cain, (Father) 7 Woodruff Avenue, Brooklyn, New York.
Sgt. Harland F. Josephson	Mrs. Nora W. Josephson, (Wife) 4711 East 14th Street, Oakland, California.
Sgt. Wallace J. Mielke	Mr. Lawrence Mielke, (Father) 1011 Beech Avenue, St. Paul, Minnesota.
S/Sgt. Charles D. Engle	Mrs. Hemma E. Engle, (Wife) 64 South 4th Street, Columbus, Ohio. Mrs. Norah G. Engle, (Mother) Leesburg, Ohio.
S/Sgt. Arthur W. Pine	Mrs. Veronica M. Pine, (Wife) Maloy, Iowa.

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2nd Lt. Tommy F. Bruner	Mr. Charles N. Bruner, (Father) Rural Free Delivery #1, Toomsboro, Georgia.
2nd Lt. Francis J. Morrissey	Mr. James Morrissey, (Father) 332 Elverne Avenue, Dayton, Ohio.
2nd Lt. Harry E. Parr Jr.	Mrs. Betty M. Parr, (Wife) 2 Brookfield Beulah Park, Cleveland, 10, Ohio.
1st Lt. Edwin Gross	Mrs. Bertha S. Gross, (Mother) 125 Elliott Avenue, Yonkers, New York.
T/Sgt. Dee R. Jones Jr.	Mrs. Mary M. Jones, (Mother) Route One, Box 840, Vista, California.
S/Sgt. Richard J. Cain	Mr. John T. Cain, (Father) 7 Woodruff Avenue, Brooklyn, New York.
Sgt. Harland F. Josephson	Mrs. Nora W. Josephson, (Wife) 4711 East 14th Street, Oakland, California.
Sgt. Wallace J. Mielke	Mr. Lawrence Mielke, (Father) 1011 Beech Avenue, St. Paul, Minnesota.
S/Sgt. Charles D. Engle	Mrs. Hemma E. Engle, (Wife) 64 South 4th Street, Columbus, Ohio. Mrs. Norah G. Engle, (Mother) Leesburg, Ohio.
S/Sgt. Arthur W. Pine	Mrs. Veronica M. Pine, (Wife) Maloy, Iowa.

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By: NARA NARA Date: 1973

AFPPs-11

INDIVIDUAL CASUALTY QUESTIONNAIRE 5463

Name of crew member: JONES, Dee R. Jr.
Rank: T.Sgt.
Serial number: 19174895
Position: [redacted] R TTG

Did he bail out? Yes

Where? YugoSlavia North of Zagreb.

If not, why not? ---

Last contact or conversation just prior to or at time of loss of plane: When he came back to tail of plane to transfer gas.

Was he injured? Not to my knowledge.

Where was he when last seen? Back in the States, according to my Wife. The last I saw of him was when he was transfering gas in the plane.

Any heresay information: He wrote to my Wife, Mrs Nora W. Josephson after returning to the States.

Source: Mrs. Nora W. Josephson, Washburn, North Dakota

Any explanation of his fate based in part or wholly on supposition: He escaped through assistance of the Partisans.

Total number of missions of above crew member: No knowledge.

Dates and destinations if possible; No Knowledge.

6-3861-4F

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By: NARA NARA Date: 1973

I was hit by 20 MM shrapnel and nocked out momentarily hence did not know what was taking place while part of the members were bailing out. Have no knowledge of the sequence. Letters received by my Wife while I was a Prisoner from other members of the crew indicate that three members of the crew escaped, six were captured and I know that the Tail Gunner went down with the ship. The plexiglass armour was shattered as was the whole tail turret by a direct burst of 20MM which killed the Gunner while he was firing at the same plane which hit him.

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Authority: NND 735001
By: NARA NARA Date: 1973

AFPPA-11

INDIVIDUAL CASUALTY QUESTIONNAIRE 5463

Name of crew member: JONES, Dee R. Jr.
Rank: T.Sgt.
Serial number: 19174695
Position: [redacted]: E 770

Did he bail out? YES

Where? Approx. 70 Km. N.E. of ZAGREB, Yugoslavia

If not, why not? —

Last contact or conversation just prior to or at time of loss of plane: No KNOWLEDGE

Was he injured? No

Where was he when last seen? IN BOMB BAY JUST PRIOR TO BAIL-OUT

Any heresay information: T/Sgt. DEE R. JONES, Jr. evaded capture along with the Navigator and bombadier and reached Italy some time in June - 1944

Source: T/Sgt. Jones.

Any explanation or his fate based in part or wholly on supposition: I RECEIVED A LETTER FROM T/SGT. JONES DURING JULY - 1945, AT WHICH TIME HE WAS STATIONED AT WRIGHT FIELD, OHIO, AND HE STATED HE BROKE A FEW RIBS WHEN HE BAILED OUT 30 MAY 44.

Total number of missions of above crew member: 35 to 45 ?

Dates and destinations if possible;

6-3861-AF

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By: NARA NARA Date: 1973

AFPPA-12

CASUALTY QUESTIONNAIRE

1. Your name Harland Franklin Josephson Rank ~~37562240~~ S-sgt. Serial No. 37562240
2. Organization 450 Gp Commander _____ (full name) Rank ____ Sqn CO _____ (full name) Rank _____
3. What year 1944 month May day 30 did you go down?
4. What was the mission, Austria, target, Airbase, target time, _____, altitude, Approx 22,000W route scheduled, _____, route flown _____
5. Where were you when you left formation? Yugoslavia
6. Did you bail out? Yes
7. Did other members of crew bail out? All but the Tail Gunner.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". Three groups of shutes in the Air first "three" second group "four" and last group "two". I do not know who were in the groups except that the Co-Pilot Lt. Morrisey and I were close together when we landed listed as the group of "Two".
9. Where did your aircraft strike the ground? About 60 Kilometers from Zagreb, Yugo.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) Tailgunner, or Pine, Arthur W. S. Sgt. 37652458.
11. Where were they in aircraft? Tail Turret
12. What was their condition? Dead
13. When, where, and in what condition did you last see any members not already described above? Nose Gunner was Seen in the States in June (Wallace Mielke). The Radio man and the Sperry Ball gunner were last seen in Prison Camp in good health.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No knowledge

(Any additional information may be written on the back)

6-3862, AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPA-11

INDIVIDUAL CASUALTY QUESTIONNAIRE 5463

Name of crew member: PINE, Arthur W.
Rank: S.Sgt.
Serial number: 37652458
Position: ~~Crew (Bomber) ... (Engineer)~~ AAG

Did he bail out? No

Where? ——

If not, why not? HE WAS MORTALLY WOUNDED.

Last contact or conversation just prior to or at time of loss of plane: Interphone system was shot out - He was motioning that fighters were coming from us.

Was he injured? YES

Where was he when last seen? In rear of the plane

Any hearsay information: The Croations found him in the wrecked plane but could find no "DOG-TAGS" or other identification.

Source: A Yugoslav woman who spoke American

Any explanation or his fate based in part or wholly on superstition: WAS struck in the chest by an explosive 20m.m. German AIRCRAFT shell.

Total number of missions of above crew member: 35 to 45 ?

Dates and destinations if possible;

6-3861-AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPA-12

CASUALTY QUESTIONNAIRE

1. Your name CHARLES D. ENGLE (— DO NOT REMEMBER —) Rank T/SGT. Serial No. 35623103
2. Organization AC. Gp Commander ~~MSL [illegible]~~ (full name) Rank ~~MAJ~~. Sqn CO MC WHORTER (full name) Rank MAJ.
3. What year 1944 month MAY day 30 did you go down?
4. What was the mission, —, target, NEAR VIENNA, AUSTRIA, target time, 1055, altitude, 20,000 ft. route scheduled, —, route flown —
5. Where were you when you left formation? NEAR GRAZ, AUSTRIA
6. Did you bail out? YES
7. Did other members of crew bail out? NINE MEMBERS BAILED OUT - ONE DID NOT.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". ALL MEMBERS EXCEPT S/SGT. PINE BAILED OUT, ALL WITHIN A PERIOD OF APPROX. 2 MINUTES. FIRST 3 MEN TO BAIL OUT WERE THE NAVIGATOR, BOMBARDIER, + JONES, 1ST ENG.
9. Where did your aircraft strike the ground? NEAR KREVEXIE, CROATIA - YUGOSLAVIA.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) S/SGT. ARTHUR W. PINE 37652548, TAIL GUNNER.
11. Where were they in aircraft? TAIL TURRET
12. What was their condition? MORTALLY WOUNDED
13. When, where, and in what condition did you last see any members not already described above? LAST SAW S/SGTS. CAIN & JOSEPHSON IN STALAG LUFT 4 IN FEB., 45 — LAST SAW LT. BRUNER AND SGT. MILKE AFTER LIBERATION, SOMETIME IN MAY AT CAMP LUCKY STRIKE. LT. BRUNER THEN TOLD ME THAT LT. MORRISEY WAS AT LE HARVE P.O.E. RECIEVED MAIL FROM T/SGT. JONES IN JULY, '45, FROM DAYTON, O.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.

(Any additional information may be written on the back)

6-3862, AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPa-11

INDIVIDUAL CASUALTY QUESTIONNAIRE 5463

Name of crew member: PINE, Arthur W.
Rank: S.Sgt.
Serial number: 37652458
Position: [redacted] AAG (TAIL GUNNER)

Did he bail out? I BELIEVE NOT. SINCE WE COUNTED ONLY 8 CHUTES.

Where? BAIL-OUT TOOK PLACE OVER JUGOSLAVIA, N.E. OF ZAGREB NEAR THE ~~ROUMANIAN~~ HUNGARIAN BORDER.

If not, why not? BELIEVE HE WAS WOUNDED

Last contact or conversation just prior to or at time of loss of plane: APPROX. 15 MINUTES BEFORE BAIL-OUT ORDER, S/SGT. PINE REPORTED THE APPROACH OF ENEMY FIGHTERS.

Was he injured? APPARENTLY NOT. AT THAT TIME - HE HAD NOT REPORTED ANY INJURY.

Where was he when last seen? IN THE TAIL TURRET

Any heresay information:

Source:

Any explanation of his fate based in part or wholly on supposition: ELEVATOR + RUDDER CONTROLS WERE SHOT OUT WHEN WE WERE ATTACKED BY FIGHTERS. JUST BEFORE CONTROLS WENT OUT WE HEARD AN EXPLOSION LIKE A 20 MILLIMETER. I BELIEVE THAT ONE OF THE ATTACKING FIGHTERS FIRED A 20 MILLIMETER THAT EXPLODED IN THE TAIL, & CUTTING THE CONTROL CABLES AND EITHER KILLING OR FATALLY WOUNDING S/SGT. PINE.

Total number of missions of above crew member: APPROX. 40

Dates and destinations if possible; PERIOD FROM: 1 APRIL 44 TO 30 MAY 44)
TO NORTHERN ITALY, SOUTHERN FRANCE, SOUTHERN GERMANY AND THE BALKANS.

6-3861-AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPa-11

INDIVIDUAL CASUALTY QUESTIONNAIRE 5463

Name of crew member: JONES, Dee R. Jr.
Rank: T.Sgt.
Serial number: 19174895
Position: [redacted] E TTG

Did he bail out? YES

Where? OVER JUGOSLAVIA, N.E. OF ZAGREB NEAR THE ~~ROUMANIAN~~ HUNGARIAN BORDER

If not, why not?

Last contact or conversation just prior to or at time of loss of plane:

Was he injured?

Where was he when last seen?

Any heresay information:

Source:

Any explanation of his fate based in part or wholly on supposition:
T/SGT. JONES LANDED NEAR ME AND WE CAME OUT OF JUGOSLAVIA TOGETHER. HE HAS SINCE BEEN DISCHARGED. HIS HOME ADDRESS IS: R.D. #/ VISTA, CALIF.

Total number of missions of above crew member:

Dates and destinations if possible;

6-3861-AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPA-12

CASUALTY QUESTIONNAIRE

1. Your name HARRY E. PARR JR. Rank 1ST LT. Serial No. 0-690708
2. Organization 450 Gp Commander MILLS (full name) Rank Col. Sqn CO WM McWHORTER (full name) Rank MAJ.
3. What year 1944 month MAY day 30 did you go down?
4. What was the mission, 44TH, target, BREICHSDORF, target time, —, altitude, — route scheduled, —, route flown —
5. Where were you when you left formation? APPROX. OVER LAKE BALATON
6. Did you bail out? YES
7. Did other members of crew bail out? YES
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". KNOW ONLY THAT THE BOMBARDIER, ENGINEER AND MYSELF BAILED OUT VERY CLOSE TOGETHER, CAME DOWN TOGETHER AND WE COUNTED 5 CHUTES, BESIDES OUR OWN, OUT OF THE SHIP.
9. Where did your aircraft strike the ground? NEAR KOPRIVNICA, JUGOSLAVIA
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) ASSUME S/SGT. PINE WAS STILL IN AIRCRAFT SINCE I HAVE SINCE HEARD FROM FAMILIES OF THE REST OF THE CREW, SAYING THEY WERE ALRIGHT.
11. Where were they in aircraft? —
12. What was their condition? —
13. When, where, and in what condition did you last see any members not already described above? —
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. —

(Any additional information may be written on the back)

6-3862, AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPA-11

INDIVIDUAL CASUALTY QUESTIONNAIRE 5463

Name of crew member: PINE, Arthur W.
Rank: S.Sgt.
Serial number: 37652468
Position: [redacted]; AAG

Did he bail out? NO.

Where? —

If not, why not? HE WAS DEAD, (HIT IN THE NECK + HEAD - 20 M.M.)

Last contact or conversation just prior to or at time of loss of plane: NO CONTACT, INTERPHONE WAS SHOT OUT.

Was he injured? YES.

Where was he when last seen? HANGING OUT OF HIS TURRET.

Any hearsay information: CROATIONS TOLD ME THEY FOUND THE AIRPLANE WRECKAGE & A DECAPITATED BODY.

Source: CROATION SOLDIERS.

Any explanation of his fate based in part or wholly on supposition: —

Total number of missions of above crew member: 42

Dates and destinations if possible: —

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Authority: NND 735001
By: NARA NARA Date: 1973

AFPPA-11

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: JONES, Dee R. Jr.
Rank: T.Sgt.
Serial number: 19174825
Position: ~~Crew Member~~ ~~Officer Flight Engineer~~ & TTG

Did he bail out? I HEARD HE DID; BUT I DIDNOT SEE HIM.

Where? NORTHERN ~~CROATIA~~ YUGOSLAVIA (CROATIA)

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: NO CONTACT; ~~PARR~~ INTERPHONE SHOT OUT.

Was he injured? I DON'T KNOW.

Where was he when last seen?

Any hereasy information: WHILE IN PRISON CAMP I MET A FELLOW FROM MY OUTFIT WHO SAID JONES, PARR, & GROSS (CREW MEMBERS) GOT SAFELY BACK TO THE BASE. (WOULD YOU PLEASE FORWARD TO ME ALL INFORMATION YOU HAVE ON JONES - I AM GREATLY CONCERNED).

Source: ALLEN (NOT T.W. ALLEN) 450 B.G.P. 722 B.SQDN.

Any explanation of his fate based in part or wholly on supposition:

Total number of missions of above crew member: ABOUT 46.

Dates and destinations if possible:

6-3861-AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPA-12

CASUALTY QUESTIONNAIRE

1. Your name RICHARD J. CAIN Rank T/SGT. Serial No. 12185620
2. Organization 450. Gp Commander MILLS. (full name) Rank COL. Sqn CO WM. McWHORTER (full name) Rank MAJ.
3. What year 1944 month MAY day 30. did you go down?
4. What was the mission, _____, target, VIENNA. , target time, ABOUT @ 11:30 AM, altitude, 20,000 FT. route scheduled, ADRIATIC-TO YUGO+AUSTRIA., route flown SAME.
5. Where were you when you left formation? OVER THE TARGET.
6. Did you bail out? YES.
7. Did other members of crew bail out? YES
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". ALL CREW MEMBERS BAILED OUT AT THE SAME TIME (EXCEPT PINE - T.G.). WHO WERE IN WAIST OF SHIP. KNOW NOTHING OF THE NOSE. (ENGLE, JOSEPHSON + MYSELF BAILED OUT ABOUT SAME TIME).
9. Where did your aircraft strike the ground? NORTHERN YUGOSLAVIA (CROATIA)
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) A.W. PINE. AS FAR AS I KNOW.
11. Where were they in aircraft? PINE - TAIL GUNNER.
12. What was their condition? DEAD.
13. When, where, and in what condition did you last see any members not already described above? MAY 45 - MORISSEY; IN FRANCE - ALIVE.; ENGLE, MIELKE, JOSEPHSON - ALL ALIVE IN STALAG LUFT 4 - 1944-45
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. LT. BRUNER, PILOT WAS SEEN IN DULAG LUFT, FRANKFORT BY SGT. ENGLE. BRUNER HAD AN INJURED ANKLE.

(Any additional information may be written on the back) a - 1

6-3862, AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPa-11

INDIVIDUAL CASUALTY QUESTIONNAIRE 5462

Name of crew member: JONES, Dee R. Jr.
Rank: T.Sgt.
Serial number: 19174695
Position: [redacted]: B TTG

Did he bail out? YES

Where? NEAR BJELOVAR, YUGOSLAVIA

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: JUST PRIOR TO BAILOUT orders

Was he injured? NOT WHEN LAST SEEN by Me.

Where was he when last seen? ON Flight Deck OF Ship.

Any heresay information: Escaped Through Under ground.

Source: Letter From T/SGT Dee R. Jones, Jr. AND LT. Harry Park.

Any explanation or his fate based in part or wholly on supposition:

Total number of missions of above crew member: 35 APPROX.

Dates and destinations if possible; DATES UNK. Targets IN SOUTHERN FRANCE, ITALY, GERMANY AND BALKINS

HAVE had PERSONAL LETTER FROM T/Sgt. Dee R. JONES SINCE RETURN TO STATES, DATE APPROX. Aug. 1945 POST MARKED HOSPTL. PATTERSON Fld, OHIO.

6-3861-AF

Tommy F. Brunner
1ST LT. A.C.

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPa-11

INDIVIDUAL CASUALTY QUESTIONNAIRE 5463

Name of crew member: PINE, Arthur W.
Rank: S.Sgt.
Serial number: 37652458
Position: ~~Crew (Bomber) or Flight (Fighter)~~: AAG

Did he bail out?

Where?

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: TARGET AREA AND DURING ATTACK by ENEMY FIGHTERS.

Was he injured?

Where was he when last seen?

Any heresay information: DID NOT BAIL OUT. WAS KILLED INSIDE SHIP BY ENEMY FIRE BEFORE BAILOUT orders were GIVEN.

Source: S/Sgt. Charles Engle

Any explanation or his fate based in part or wholly on supposition: WAS Told Through Gestures & Broken English by Yugoslav PARTISAN THAT AN AMERICAN AIRMANS Body WAS IN AIRCRAFT WRECKAGE IN direction AND VICINITY THAT SHIP Crashed.

Total number of missions of above crew member: 30 APPROX.

Dates and destinations if possible; DATES UNK. Targets IN SOUTHERN FRANCE, ITALY, GERMANY AND BALKINS

ALL INFORMATION THAT I HAVE ON Sgt. PINE IS HERESAY.

Tommy F. Brunner
1ST LT. A.C.

6-3861-AF

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

AFPPA-12

CASUALTY QUESTIONNAIRE

1. Your name TOMMY F. BRUNER Rank 1ST LT. Serial No. O-684262
2. Organization 450 Gp Commander JOHN MILLS (full name) Rank Col. Sqn CO MC WHORTOR (full name) Rank MAJ.
3. What year 1944 month MAY day 30 did you go down?
4. What was the mission, SMALL FACTORY NORTH OF WIENER NEUSTADT, AUSTRIA. , target, , target time, UNK. , altitude, APPROX. 22000' route scheduled, , route flown FROM SOUTHERN ITALY TO TARGET, COURSE UNK,
5. Where were you when you left formation? NEAR AUSTRIAN-YUGOSLAV BORDER
6. Did you bail out? YES
7. Did other members of crew bail out? YES
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". LT. HARRY PARR BAILED OUT. HAVE HAD LETTER FROM HIM SINCE RETURN TO STATES. LT. FRANCES MORRISSEY BAILED OUT. SAW HIM IN FRANCE. WAS TOLD IN LETTER FROM LT. HARRY PARR THAT LT. GROSS BAILED OUT AND ESCAPED THROUGH UNDERGROUND. ADDITIONAL INFORMATION ON BACK.
9. Where did your aircraft strike the ground? 63 KILOMETERS N.E. ZAGREB (GERMAN SOURCE) AM POSITIVE IT WAS IN THAT VACINITY.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) WAS TOLD BY OTHER CREW MEMBER THAT S/SGT. ARTHUR W. PINE WAS IN SHIP. KILLED BEFORE BAIL OUT ORDERS GIVEN. NO PERSONAL KNOWLEDGE.
11. Where were they in aircraft? TAIL GUNNER
12. What was their condition? See 10.
13. When, where, and in what condition did you last see any members not already described above? NO INFORMATION OTHER THAN IN 8 ABOVE.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. NONE

(Any additional information may be written on the back)

6-3862,AF

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#8. CONT.
SAW S/SGT CHARLES ENGLE IN FRANCE
DO NOT REMEMBER OTHER CREW MEMBERS NAMES BUT
WAS TOLD BY S/SGT. CHARLES ENGLE THAT S/SGT. ARTHUR W.
PINE WAS THE ONLY MEMBER WHO DID NOT GET OUT.
HE SAID THAT HE HAD SEEN OR HEARD FROM ALL OTHERS.

DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

MACR-No. 5483

DATE AND TIME AIRCRAFT SHOT DOWN: 30 May 1944, 1215 a.m. CASUALTY NO. ME 1301

PLACE OF CRASH: at Krizevaca

TYPE OF AIRCRAFT: Liberator

REPORTING OFFICE: Air Base Command A (o) 111/XVII

NAME	RANK	SERIAL NUMBER	CAPT'D WOUNDED DEAD	PLACE OF INTERNMENT
MORRISEY FRANCIS JOSEPH 25 October 1922 USA	2nd Lt.	O-1703130	captured	Dulag Luft
CAIN RICHARD JOHN	S/Sgt	12185620	captured	Dulag Luft
MIELKE WALLACE JOHN	Sgt	37566099	captured	Dulag Luft
JOSEPHSON MARLAND FRANKLIN	Sgt	37562240?	wounded	Dulag Luft
CASUALTY NO. ME 1301		1st Supplementary Report, dated 19 June 1944		
ENGLE CHARLES DUDLEY 18 September 1923 Leesburg, Ohio	S/Sgt	35634108	captured	Dulag Luft
BRUNER TOMMY FREEMAN	2nd Lt.	O-684262	captured	Dulag Luft
GROSS NORMAN CHARLES	1st Lt.	O-730463	captured	Dulag Luft
CASUALTY NO. ME 1301		2nd Supplementary Report, dated 25 November 1944		

It is requested to to redline 1st Lt. GROSS NORMAN CHARLES, O-730463, in this casualty report, for he was already reported under ME 1291.

REMARKS:

Dulag Luft: 14 June 1944, We.

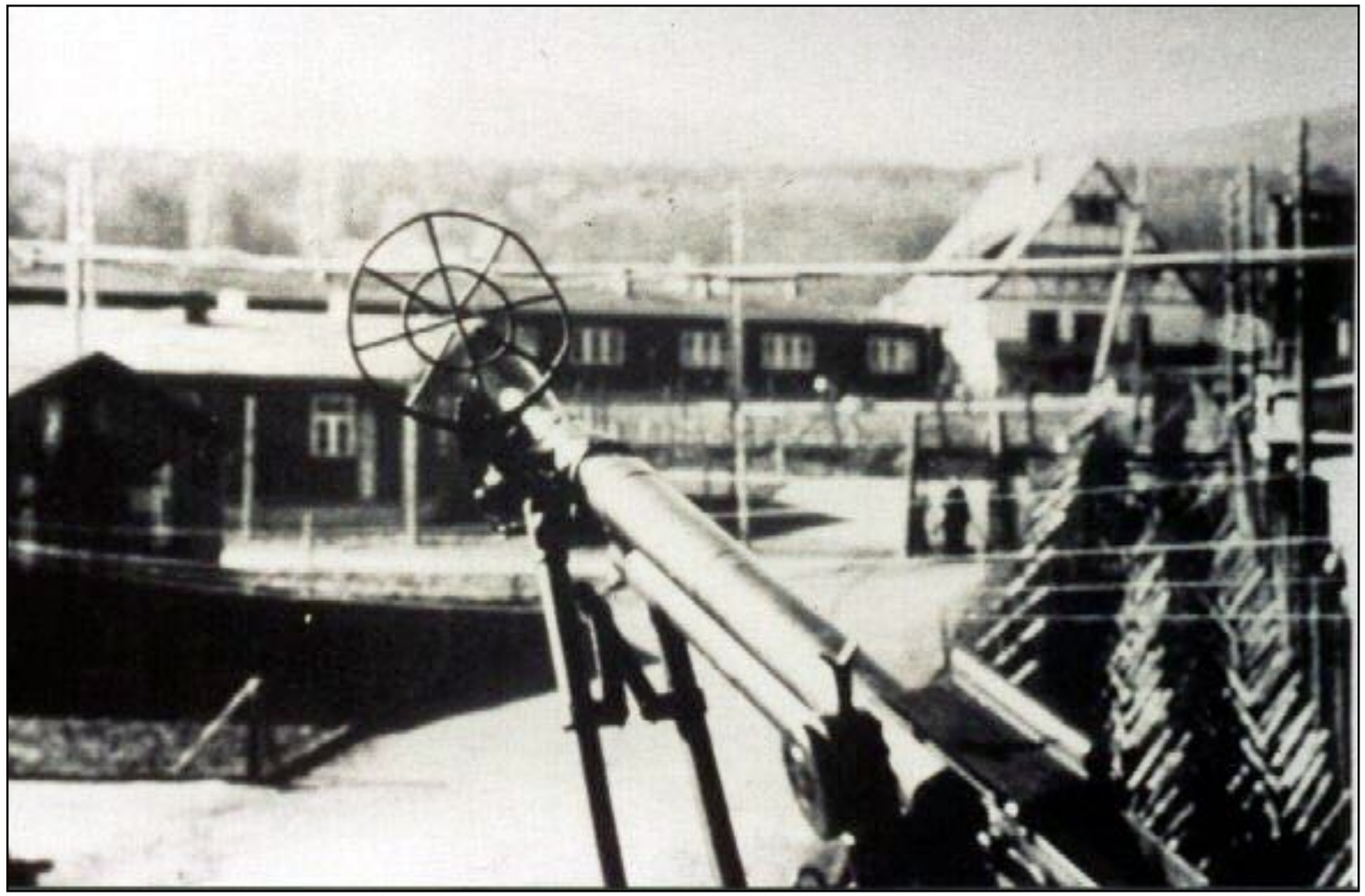
DECLASSIFIED
Authority: NND 735001
By: NARA NARA Date: 1973

MACR 5463

JOSEPHSON, HARLAND F.	37462240	POW	28 Jun	181062	30 May
JONES, DEE R. JR.	19174895	RTD		Ship-138	13 Jun
GROSS, EDWIN	0-676380	RTD		Ship-138	13 Jun
BRUNER, TOMMY F.	0-684262	POW	29 Jun	182120	30 May
CAIN, RICHARD J.	12185620	POW	28 Jun	181062	30 May
INGLE, CHARLES D.	35623108	POW	29 Jun	182120	30 May
MIELKE, WALLACE J.	37566099	POW	28 Jan	181062	30 May
MORRISSEY, FRANCIS J.	0-1703130	POW	28 Jun	181062	30 May
PARR, HARRY E. JR.	0-690708	RTD		Ship- 138	13 Jun

CHAPTER 6

Dulag Luft



A Watchtower, Dulag Luft, 1944

Introduction:

Dulag Luft, through which practically all Air Force personnel captured in German occupied Europe passed, was composed of three installations: the interrogation center at Oberursel; the hospital at Hohemark; and the transit camp in Wetzlar. Wetzlar supplanted the transit camp formerly situated in the Botanical Gardens of Frankfurt-on-Main, but destroyed in Allied bombings between 22 & 29 March 1944. Wetzlar was a former German flak troops camp. It is located three kilometers northwest of the City of Wetzlar and 53 kilometers north of Frankfurt.

Oberursel, Auswertestelle West (Evaluation Center West) was situated 300 yards north of the main Frankfurt-Homburg road and near the trolley stop of Kupforhammer - the 3rd stop after Oberursel (50°12'N. – 8°34"E). Oberursel is 13 kilometers northwest of Frankfurt-on-Main.

Strength

The number of PW's rose from 1,000 per month, in late 1943, to an average monthly intake of 2,000 in 1944. The peak month was July 1944, when over 3,000 Allied airmen and paratroopers passed through Auswertestelle West. Since solitary confinement was the rule, the capacity of the camp was supposedly limited to 200 men; although in rush periods five PWs were placed in one cell. Strength on any given day averaged 250.

Description

The main part of the camp consisted of four large wooden barracks, two of which were connected by a passage and known to PWs as the "cooler." These contained some 200 cells. These cells, eight feet high, feet wide and twelve feet long, held a cot, a table, a chair and an electric bell for PWs to call the guard. The third barrack contained administrative headquarters. The fourth building, a large L-shaped structure, housed the interrogating offices, files and records. Senior officers lived on the post; junior officers outside in a hotel. The commandant lived on nearby farm. The entire camp was surrounded by a barbed-wire fence, but was equipped with neither perimeter floodlights nor watchtowers.

US Personnel

Since PW were held in solitary confinement, and only for limited periods of time, no US staff existed.

German Personnel

German personnel, all Luftwaffe, were divided into two main branches: Administrative and Intelligence. Under Intelligence came officers and interpreter NCOs actually taking part in the interrogations and other intelligence work of the unit. The total strength of this branch was 50 officers and 100 enlisted men. Administrative personnel consisted of: one guard company and one Luftwaffe construction company, each consisting of 120 men. Some members of the staff were:

Oberstleutnant Erich Killinger: Commandant
Major Junge Chief of Interrogation
Major Boehringer Political Interrogator
Captain Schneidewindt Record section Chief
Leutnant Boninghaus Political interrogator

Later, there were attached to the staff, representatives of the General Luftzeugmeister's department, the General der Kampfflieger's section, The Navy and the SS. Occasionally members of the Gestapo at Frankfurt were permitted to interrogate PWs.

Treatment

The interrogation of Allied PWs at the hands of Auswertestelle West personnel was "korrect" (as far as physical violence was concerned). An occasional interrogator, exasperated by polite refusals to give more than name, rank, and serial number- or, more occasionally, perhaps by an exceptionally "fresh" PW, may have lost his temper and struck a PW. It is not believed that this ever went beyond a slap on the face, dealt in the heat of anger - certainly physical violence was not employed as a policy.

On the other hand, no amount of calculated mental depression, privation and psychological blackmail was considered excessive. Upon arrival, PW were stripped, searched and sometimes issued German coveralls. At other times, they retained the clothing in which they were shot down. All were shut up in solitary confinement cells and denied cigarettes, toilet articles and Red Cross food. Usually the period of confinement lasted

four or five days but, occasionally, a surly PW would be held in the "cooler" for the full 30 days permitted by the Geneva Convention, as a punitive measure. Captain William N. Schwartz was imprisoned 45 days.

Interrogators often used threats and violent language, calling PWs "murderers of children" and threatening them with indefinitely prolonged solitary confinement or starvation rations- unless they would talk. PWs were threatened with death as spies unless they identified themselves as airmen, by revealing technical information on some such subject as radar or air combat tactics. Confinement in unbearably overheated cell and pretended shootings of "buddies" was resorted to in the early days. Intimidation yielded inferior results and the "friendly approach" was considered best by the Germans.

Food

Rations were two slices of black bread and jam, with ersatz coffee in the morning, watery soup at midday, and two slices of bread at night. No Red Cross parcels were issued. PWs could obtain drinking water from the guards.

Health

As a rule, men seriously needing medical treatment were sent to Hohemark hospital. Those suffering from the shock of being shot down and captured, received no medical attention; nor did the 50% suffering from minor wounds. Some PW arrived at permanent camps still wearing dirty bandages which had not been changed at Oberursel, even though their stay had been of two weeks duration.

"SOURCE MATERIAL FOR THIS REPORT CONSISTED OF INTERROGATIONS OF FORMER PRISONERS OF WAR MADE BY CPM BRANCH, MILITARY INTELLEGENCE SERVICE AND REPORTS OF THE PROTECTING POWER AND INTERNATIONAL RED CROSS RECEIVED BY THE STATE DEPARTMENT (Special War Problems Division)."

The Organization

At Obrerusal, near Frankfurt, was established in 1941, a central German Air Force Interrogation Centre, officially termed "Auswertestelle West", meaning Evaluation centre West which was the principle Air Force Intellegence center for the whole of the Western Theater of Operations. Its chief function was to obtain information of an operational character relating to Allied Air Forces through the interrogati0on of captured crews of Allied planes. Information thus acquired was of course supplemented by the evaluation of documents sometimes recovered from crashed aircraft. The only information, which a prisoner is required to give…, consists of his true names and rank or regimental number. If he refuses such information he need not be accorded any privileges. There is nothing in international law which… prohibits the interrogation of prisoners, provided no pressure of any sort is employed to extract (it)..

It was the invariable practice that captured aircrew personnel passed first through this intelligence center for interrogation before being sent via a transit camp to an established prisoner of war camp. It became generally known as Dulag Luft, and is so termed throughout this trial.

Interrogation Procedure

Upon arrival at Dulag Luft, prisoners were undressed and their clothes searched. They were then put into cells described in solitary confinement. They were there visited by a reception officer, such as the accused Eberhardt, and sometimes by an interpreter as well if the reception officer was not fluent in the language of the prisoner. The reception officer would endeavor to persuade the prisoner to answer all the questions on the form…. And would transmit this form together with his assessment of the character of the prisoner to Major Junge, the second accused who in turn would detail the most suitable member of his staff top conduct the questioning. These interrogations were sometimes held in the cells, but more often in the rooms of the officer detailed. Usually such interrogations were quite short, as, for instance in the case of an air gunner, who would have little information; but sometimes in the case of a pilot or prisoners who were particularly security minded, the interrogations might continue for three or four days, often twice per day.

The interrogation officers would compile in the form of statements, the information which they had gleaned as a result of their oral examination of the prisoners, and these statements would then be forwarded to the German Air force Operations staff.

Number of Prisoners	Staff
1942: 3000	Unknown
1943: 8000	35-40 interrogation officers
1944: 29,000	60-65 interrogation officers; 550 total in all depts.

Arrival Report Form

Date:

Name: Surname: Service number:

Rank:

Trade:

RAF, RCAF, RAAF, RNZAF, SAAF, USAAF, FAA

Date of Birth

Where born:

Profession

Religion:

Married:

How many Children:

Home address:

Next of Kin:

What was your payment during the war?:

When shot down:

By:

Where taken prisoner:

By:

Squadron: Group: Command:

Station: Station No:

Letters and Aircraft Number:

Type of Aircraft:

How is your health?:

Members of Crew:

Name: Surname: Number: Wounded: Killed: POW:

Date: signature:

Source:

http://www.b24.net/pow/dulag.htm

Accessed 19 April 2014

AMERICAN PRISONERS OF WAR IN GERMANY

Prepared by MILITARY INTELLIGENCE SERVICE, WAR DEPARTMENT

15 July 1944

DULAG LUFT

The name Dulag is a contraction of "Durchgangslager" or entrance camp, but it has become synonymous with interrogation.

Dulag Luft has 3 sections: A hospital in Hohemark, (50°13′ N.--8°35′ E.) an interrogation center in Oberursel, (50°12′ N.--8°34′ E.) and a transit camp in Wetzlar, (50°33′ N.--8°30′E.). The latter Installation supplants the transit camp formerly situated in the Botanical Gardens of Frankfurt-on-Main but destroyed in Allied bombings between 22 & 29 March. Hospital & interrogation center in Hohemark & Oberursel were not damaged and presumably are still in Operation. The new transit camp, a former German flak troops camp 3 kilometers West Northwest of Wetzlar, is 53 kilometers North of Frankfurt.

TREATMENT Because Dulag Luft is an interrogation center treatment varies with interrogation officers' analyses of their subjects. Sometimes it is deluxe, with wine, women and song. More often it is exceedingly harsh, with solitary confinement, little food and threats of physical violence.

FOOD German ration is generally poor and Red Cross food parcels frequently are with-held in an effort to force PWs to give Information.

CLOTHING Red Cross Stocks are issued to offset frequent confiscations of flyers' "pinks" and leather jackets as civilian garments.

HEALTH Medical care and treatment were excellent but seem to be deteriorating, notably in the case of AAF NCO's who arrive in Stalag 17B from Dulag Luft wearing dirty bandages 2 & 3 weeks old. While Hohemark is a bona-fide hospital it appears to be primarily an adjunct of the interrogation center and wounded flyers rarely remain long. Those whose convalescence threatens to be protracted are interrogated and shipped to other hospitals before being sent to permanent camps.

RELIGION No American chaplain is in this camp and PWs minister to their own needs. Hauptman Offerman, commandant of Hohemark, requires PWs to attend his nightly Bible readings.

PERSONNEL American Senior Officer: Col. Darr H. Alkire, former ASO, has been transferred to Stalag Luft 3. 1st Lt. John H. Winant may be the new ASO.

GERMAN COMMANDANT: Oberstleutnant Becker.

INTERROGATION CHIEF: Major Kreuger.

MAIL Only mail for permanent staff and patients in Hohemark is addressed to Dulag Luft. Outgoing letters clear slowly through censorship Station in Stalag Luft 3, taking three months by surface and six weeks by airmail. Members of permanent staff and patients receive regular allotment of letter forms monthly. Occasionally, transients are permitted to write home.

RECREATION Lack of sports field is not felt because most PWs are weak and tired or wounded.

WORK None.

PAY None.

AMERICAN PRISONERS OF WAR IN GERMANY

Prepared by

MILITARY INTELLIGENCE SERVICE, WAR DEPARTMENT

1 November 1945

DULAG LUFT

INTRODUCTION

Dulag Luft, through which practically all air force personnel captured in German occupied Europe passed, was composed of 3 installations: the interrogation center at Oberursel, the hospital at Hohemark and the transit camp at Wetzlar.

INTERROGATION CENTER

LOCATION

Auswertestelle West (Evaluation Center West) was situated 300 yards north of the main Frankfurt-Homburg road and near the trolley stop of Kupforhammer - the 3rd

stop after Oberursel (50°12'N. – 8°34"E). Oberursel is 13 kilometers northwest of Frankfurt-on-Main.

STRENGTH

The number of PW handled rose from 1000 a month in late 1943 to an average monthly intake of 2000 in 1944. The peak month was July 1944 when over 3000 Allied airmen and paratroopers passed through Auswertestelle West. Since solitary confinement was the rule, the capacity of the camp was supposedly limited to 200 men, although in rush periods as many as 5 PW were placed in one cell. Strength on any given day averaged 250.

DESCRIPTION

The main part of the camp consisted of 4 large wooden barracks, two of which, connected by a passage and known to PW as the "cooler", contained some 200 cells. These cells, 8' high, 5' wide & 12' long held a cot, a table, a chair and an electric bell for PW to call the guard. The 3rd barrack contained administrative headquarters. The 4th building, a large "L" shaped structure, housed the interrogating offices, files & records. Senior officers lived on the post, junior officers outside in a hotel. The commandant lived on a nearby farm. The entire camp was surrounded by a barbed-wire fence but was equipped with neither perimeter floodlights nor watchtowers.

U.S. PERSONNEL

Since PW were held in solitary confinement, and only for limited periods of time, no U.S. staff existed.

GERMAN PERSONNEL

German personnel - all Luftwaffe - was divided into 2 main branches: Administrative and Intelligence. Under Intelligence came officers & interpreter NCOs actually taking part in the interrogations and other intelligence work of the unit. The total strength of

this branch was 50 officers & 100 enlisted men. Administrative personnel consisted of one guard company & one Luftwaffe construction company, each consisting of 120 men. Some members of the staff were:

Oberstleutnant Erich Killinger	:	Commandant
Major Boehringer	:	Executive Officer
Major Junge	:	Chief of Interrogation
Captain Schneidewindt	:	Record Section Chief
Leutnant Böninghaus	:	Political Interrogator

Later there were attached to the staff representatives of the General Luftzeugmeister's department, the General der Kampfflieger's section, the Navy and the S.S. Occasionally members of the Gestapo at Frankfurt were permitted to interrogate PW.

TREATMENT

The interrogation of Allied PW at the hands of Auswertestelle West personnel was "korrect" as far as physical violence was concerned. An occasional interrogator, exasperated by polite refusals to give more than name, rank, serial number, or more occasionally, perhaps by an exceptionally "fresh" PW, may have lost his temper and struck a PW. It is not believed that this ever went beyond a slap on the face dealt in the heat of anger - certainly physical violence was not employed as a policy. On the other hand, no amount of calculated mental depression, privation and psychological blackmail was considered excessive.

Upon arrival, PW were stripped, searched, and sometimes issued German coveralls. At other times they retained the clothing in which they were shot down. All were shut up in solitary confinement cells and denied cigarettes, toilet articles and Red Cross food.

Usually the period of confinement lasted 4 to 5 days, but occasionally a surly PW would be held in the "cooler" for the full 30 days permitted by the Geneva Convention as a punitive measure, and Capt. William N. Schwartz was imprisoned 45 days. Interrogators often used threats and violent language, calling PW “murders of children"

and threatening them with indefinitely prolonged solitary confinement on starvation rations unless they would talk. PW were threatened with death as spies unless they identified themselves as airmen by revealing technical information on some such subject as radar or air combat tactics. Confinement in an unbearably overheated cell and pretended shootings of "buddies" were resorted to in the early days. Intimidation yielded inferior results and the friendly approach was considered best by the Germans.

FOOD

Rations were 2 slices of black bread and jam with ersatz coffee in the morning, watery soup at midday, 2 slices of bread at night. No Red Cross parcels were issued. PW could obtain drinking water from the guards.

HEALTH

As a rule, men seriously needing medical treatment were sent to Hohemark hospital. Those suffering from the shock of being shot down and captured received no medical attention, nor did the 50% suffering from minor wounds. Some PW arrived at permanent camps still wearing dirty bandages which had not been changed at Oberursel

even though their stay had been of 2 weeks' duration. Upon several occasions PW were denied the ministration of either a doctor or medical orderly and there is at least one instance where a flyer with a broken leg was refused treatment of any sort until he had answered some of the interrogator's questions 4 days after his arrival.

CLOTHING

PW received no Red Cross clothing. Instead they wore German fatigues or the uniforms in which they had been captured - minus leather jackets which were customarily confiscated.

WORK NONE

PAY NONE

MAIL NONE

MORALE

There is little doubt that the living conditions were expressly designed to lower morale and to produce mental depression of the most acute kind. Still, due partially to briefings which acquainted them with Oberursel and partially to their innate sense of loyal-

ty, most PW successfully withstood the harsh treatment and yielded no important military information other than name, rank and serial number.

WELFARE

Neither the Protecting Power, which was refused admission for a long time, nor the Red Cross nor the YMCA could do anything to ameliorate the condition of PW in the interrogation center.

RELIGION NONE

RECREATION NONE

LIBERATION

On 25 April 1945 American troops overran Oberursel. They found Auswertestelle West no longer a going concern. Some 10 days earlier, its departments already widely dispersed over what remained of Germany, the installation had ceased to exist even as a headquarters of the German Air Interrogation service. Its records had been burnt or evacuated and its leading personalities taking with them what remained of their organization had fled to a new site at Nürnberg-Buchenbuhl. The new Dulag headquarters at Nürnberg did not survive the parent unit by many days. It was not long before

Oberstleutnant Erich Killinger, the commandant, was discovered by Allied interrogators in an army cage. With the former roles of captive and interrogator now so completely reversed, it was a slightly apprehensive but stubborn Killinger who accompanied his captors back to the scene of his former triumphs at Oberursel.

AMERICAN PRISONERS OF WAR IN GERMANY

Prepared by MILITARY INTELLIGENCE SERVICE, WAR DEPARTMENT

TRANSIT CAMP, SECTION OF DULAG LUFT

1 November 1945

LOCATION

On 10 September 1943, the Dulag Luft transit camp, where PW who had been interrogated awaited shipment to permanent Stalags, was moved from Oberursel to Frankfurt-on-Main. Here it was situated in the Palm Gardens only 1,635 yards northwest of the main railroad station - a location which was a target area and therefore endangered the lives of PW.

On 15 November 1943 the Swiss stated, “This visit (to the camp) leaves a bad impression because of the new situation of the Dulag, so exposed to attacks from the air, which is not in conformity with Article 9 of the (Geneva) Convention.”

Thus the following Swiss announcement in the spring of 1944 came as no surprise: “Dulag Luft, Wetzlar, is succeeding Dulag Luft, Frankfurt, which was destroyed in course of one of the latest (24 March) air raids on Frankfurt. The camp is situated on a slightly elevated position approximately 3 to 4 kilometers west north west from Wetzlar, a town some 50 kilometers north of Frankfurt-on-Main and is a former German army camp (Flak troops).”

STRENGTH

During the first 9 months of 1943, 1,000 PW a month passed through the transit camp. This increased to 1,500 a month, half British and half American, in the last 3 months of the year. Statistics for Oct. 1944 follow:

Incoming Personnel Total.....1963

Daily Average..... 63

Total American.....1312

Officers.....155

NCOs.....739

Total British.....651

Officers.....155

NCOs.....496

Camp strength fluctuated from day to day. On the Swiss visit of 10 November 1944, it was 311; on 13 March 1945 it was 825. Except for the permanent staff of 30, PW seldom stayed more than 8 days.

DESCRIPTION

During May & June 1944, inmates lived in 18 tents pitched on the eastern side of the camp area. On 13 July 1944, they moved to the newly-constructed buildings: five barracks and one large bungalow which held the messes and the store rooms. Capacity of the camp was 784, with tents available in case of a sudden influx. Two of the sleeping barracks were reserved for officers, two for NCO's, and the remaining one accommodated the permanent camp staff, sick rooms and medical inspection room. The camp staff, the officers and the enlisted men ate separately.

Each room in the barracks held six to eight triple-decker bunks - 18 to 24 men. Each bed had a mattress filled with wood shavings and one pillow. All barracks had special wash rooms with built-in basins and running cold water.

Unoccupied space within the barbed wire was somewhat limited after the erection of the last two barracks and the laying out of vegetable gardens cultivated for and by the

PW. The area gave a neat appearance, however, with tidy paths and well-tended lawns.

U.S. PERSONNEL

Senior Allied Officer at Wetzlar was Colonel Charles W. Stark who enjoyed exceptionally friendly terms with the Germans and drew many concessions from them. Members of his staff were:

1st Lt. Gerald G. Gille.....Adjutant 2nd Lt. Arthur C. Jaros.....Adjutant

2nd Lt. Herbert Schubert.....Mess Officer

In addition, the staff comprised:

1 Chaplain	5 Kitchen orderlies	4 Mess orderlies
5 Store orderlies	4 Barracks chiefs	3 Medical orderlies
4 Barracks orderlies	1 Gardner	1 Carpenter

A previous Senior American Officer was 1st Lt. John G. Winant.

GERMAN PERSONNEL

The housekeeping organization consisted of:

Oberstleutnant Becker	:	Commandant	Major Riess	:	Camp Officer
Major Salzer	:	Camp Officer	Major Heydon	:	Camp Officer
Dr. Thomai	:	Medical Officer	Dr. Wenger	:	Medical Officer
Hauptmann Schmid	:	Security Officer			

In November 1944 there was reported the existence at the camp of an interrogation center. According to Col. Stark, treatment was good and correct in every way. Some PW arriving from Oberursel were in solitary and asked purely “political” questions for 2 or 3 days. Then they were admitted to the transit camp. Chief of this interrogation section was Major Ernst Dornseifer.

TREATMENT

Treatment was better here than at any other American PW camp in Germany. German & American staffs seemed to cooperate with each other, resulting in favorable living conditions to both parties. The Senior Allied Officer operated Wetzlar as a rest camp where PW suffering from the harsh treatment at Oberursel might regain their strength and morale before traveling to permanent camps. As a result neither Germans nor Americans provoked any untoward incidents.

FOOD

No food shortage existed at Wetzlar, even though the Germans repeatedly cut their ration until the daily issue per man was officially announced in March 1945 as:

Meat	35grams	Potatoes	320grams	Margarine	31grams
Butter	25grams	Sugar	25grams	Bread	75grams
Salt	20grams	Coffee (ersatz)	5grams		

For three days:

Barley	10grams	Millet	21grams	Hulsenfruchte	63grams
Cheese	14grams	White cheese	14grams		

The difference between this sub-sustenance diet and the good meals actually eaten by PW was made up by Red Cross food. One parcel per PW was drawn each week and 90% of all Red Cross food was given to the kitchen to improve German rations. Usual-

ly the stock on hand consisted of 4 month's supply. Even in Sept. 1944 when the order was given to cut food reserves to a very minimum, Wetzlar authorities allowed PW to keep 4 weeks' supply on hand. In March 1945, anticipating a possible evacuation from Wetzlar to the interior of the Reich, the SAO authorized the issue of 2 Red Cross food parcels per man per week, both to strengthen PW for the march to come and to prevent the loss of food which would be abandoned in the event of a sudden move.

The kitchen - staffed by Americans - was well equipped with 2 large cooking ranges, 3 boilers, a dishwashing room, a potato-peeling room, a tin-opening room and an adjacent storeroom.

HEALTH

The sick bays were able to accommodate 40 men in beds, 2 of which were in a separate room reserved for contagious diseases. The medical inspection room was described as adequate and all necessary medicines and instruments were made available either from Red Cross sources or - to a lesser extent - from the Germans. Good medical treatment was received from the German staff doctor who cooperated first with Lt. Anthony S. Barling, RAMC, and then with Capt. Peter Griffin during their brief stays in camp.

Each man received a hot shower upon his entrance to the compound and was subsequently permitted to take one each week. Although the barracks washroom taps ran only cold water, hot water could usually be drawn elsewhere some hours during the day. A 10-seat outdoor latrine was supplemented by satisfactory toilets of the modern flush type.

Although many men arriving from Oberursel were wounded and exhausted, the general state of health was considered good.

CLOTHING

Large numbers of PW arrived without outer uniforms, and sometimes without underclothing or shoes. Each new arrival was equipped with at least the following articles - all of which were supplied not by the Germans but by the Red Cross:

1 shirt	1 pr. socks	1 blouse
1 pr. drawers	1 necktie	1 pr. shoes
1 undershirt	1 pr. trousers	1 set toilet articles.

Initially, the shortage of American stocks necessitated the drawing of British clothing. Later, however, most of the clothing issued was of American origin, and eventually it was possible to keep adequate stocks of British and American items separately. In March 1945 it was no longer possible to provide PW with neatly packed "captive cases" a sort of suitcase containing the articles listed above, for the supply was exhausted.

WORK

Since air force personnel consisted solely of commissioned and non-commissioned officers, no work beyond some of their own housekeeping chores were required of them.

PAY

PW received no pay, but when the camp opened in the summer of 1944, the finance committee of Stalag Luft 3, Sagan, sent the permanent staff a fund of over 4000 Reichemarks.

MAIL

Transients were allowed to send their first letter or a postcard form informing next-of-kin of their status and address, but received no incoming mail. The permanent staff drew the usual allotment of letter forms and received incoming mail as well. Some air mail from the United States was received within three weeks. Average time for both air mail and surface mail was four months. As with all Luftwaffe camps, letters were censored at Sagan.

MORALE

The Senior Allied Officer agreed with statements of the Swiss Delegates and German camp authorities that Wetzlar was an excellent camp and that "such favorable conditions are hardly to be found elsewhere in Germany." Morale of men leaving Oberursel was usually at its lowest ebb, and it is small wonder after receiving food, clothing and mingling in comparative freedom with their fellow Americans, that their spirits soared back to a level approaching normality. Most of them left Wetzlar prepared to face the difficulties of their new lives as PW.

WELFARE

The Protecting Power visited Wetzlar in May, July, November 1944 and March 1945 each time forwarding the complaints of the Senior Allied Officer and making a complete report on camp conditions.

The Red Cross supplied PW with practically all their food, clothing and medical supplies but made no visit until Jan. 1945, when they wrote a report of their inspection.

From the YMCA, the camp received most of its library, which eventually totaled 1,500 books, and equipment for indoor games and outdoor sports.

RELIGION

For some months the only religious activity was the regular Sunday service conducted by Warrent Officer Hooton, RAF, a Methodist. Early in 1945 Captain Daniel McGowan, a Catholic priest, conducted both Catholic and Protestant services every Sunday.

RECREATION

New arrivals were usually in such condition as not to want strenuous exercise. Games, therefore, were as a rule limited to milder sports such as deck tennis. Once a week

some PW were permitted walks outside the camp. The most popular indoor pastimes were reading, playing cards, discussing the new experience of being a PW and playing some of the table games provided by the YMCA.

EVACUATION & LIBERATION: The Wetzlar camp log from 27 through 30 March follows:

27 March 1945

0530 German order to evacuate all those able to walk with the exception of few permanent staff, who should remain to run the place. 143 remained including Col. Stark, Lt. Jaros, Lt. Comdr. Jennings, Capt. Griffin, Lt. Gille and Capt Rev. McGowan. German' personnel left were 107 men, 34 women, including Maj. Dornseifer, Lt. Weyrich, and Mr. Rickmers.

0730 Transport left (82 men)

0830 We hear gun fire and sounds of approaching vehicles. Germans from across the road move into our shelters.

0945 Hear our troops are 4 kms west of us. Heavy gun fire all around.

1030 Heavy firing continues all around us. German guards are voluntarily laying down their arms.

1200 Col. Stark calls Mr. Rickmers & Lt Weyrich into office and states that all guards turn in weapons and a system of joint sentry duty be posted. They agree and he is now in full command - Maj. Dornseifer cooperating fully in this.

1430 Activity has been heavy all around us all afternoon.

1700 Fairly quiet for the moment. Col. ordered 2 privates to be put in the guard house cells as they are obviously drunk. German guards brought liquor into camp. He has issued orders for no drinking including the Germans.

2030 Col. sent F/Lt. Lyons, Sgt. Hanson and Mr. Rickmers to try contacting our forces in the west and report our location.

2300 Still very active all around us - M.G. fire and artillery.

2400 Still a good deal of firing. Most of the personnel sleep in shelters.

28 March 1945

0630 Fairly constant gun fire and activity all night.

1000 Dr. Griffin takes wounded Pfc. into Wetzlar for operation. Armored column passing to east of us.

1200 Lt. Valentine arrives in jeep. Boy, are we happy to see a Yank!

1500 Col. Stark and Capt. Griffin are off to Staff HQ with Lt. Valentine.

1700 Sgt. Hanson and Mr. Rickmers return. There has been heavy firing around us all day.

1800 German paratroopers walk into camp and surrender. They are locked up.

1830 Col. Stark returns with 3 War News Correspondents including Belden.

2400 Things are fairly quiet.

29 March 1945

0940 Spot cub plane landed on play field.

0945 Dogs were shot.

1000 Lt. Col. Grant of 7th Armored Division (?) arrived in jeep advising us of 750 PWs he had picked ·up. Limburg PWs are lousy and half starved. We have sent for them and will put them up here.

1200 Four Piper Cubs landed.

1300 Maj. McDougall (?), Medical Officer, arrived and will stay the afternoon in order to help with Limburg PWs.

1400 Col. Stark and party go out to recc'y some German motor equipment.

1415 Maj. Dornseifer gave Col. Stark a list of his people who he is anxious to have out of camp as they have strong party sympathies and might make trouble. Col. Stark turns them over to an Infantry Patrol. They include the following: Sgt. Lehmann, Sgt. Hackmann, Cpl. Busch, Cpl. Stoecket and Cpl. Schaaf.

1420 First lot of distressed PWs arrived and are deloused, bathed and clothed.

1530 Maj. Teese, PWX-SHAEF executive, arrives with load of PWs.

1745 We are to be loaded with PWs. They have been arriving all PM.

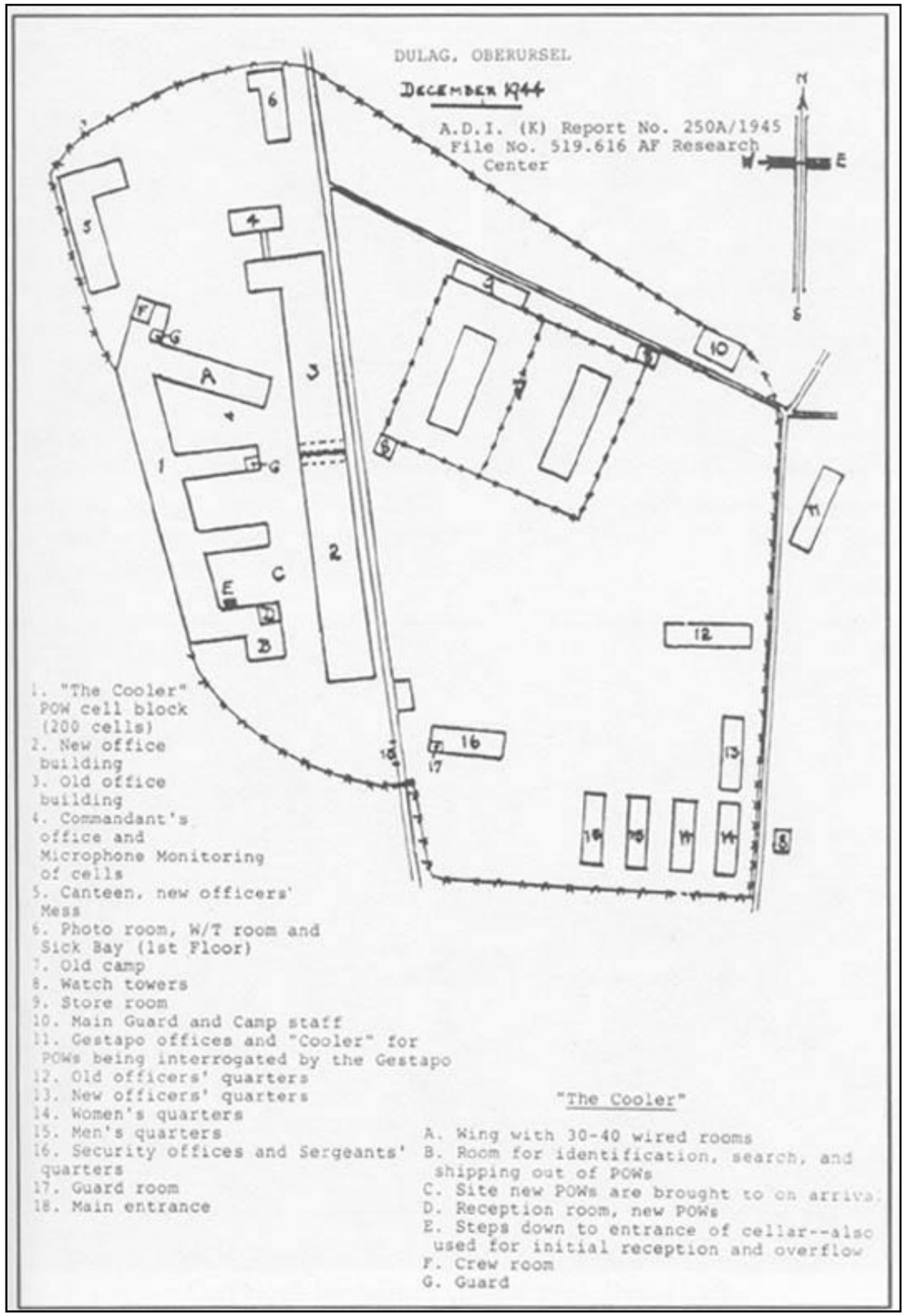
2130 Finished feeding for night. 400 odd still to-be deloused.

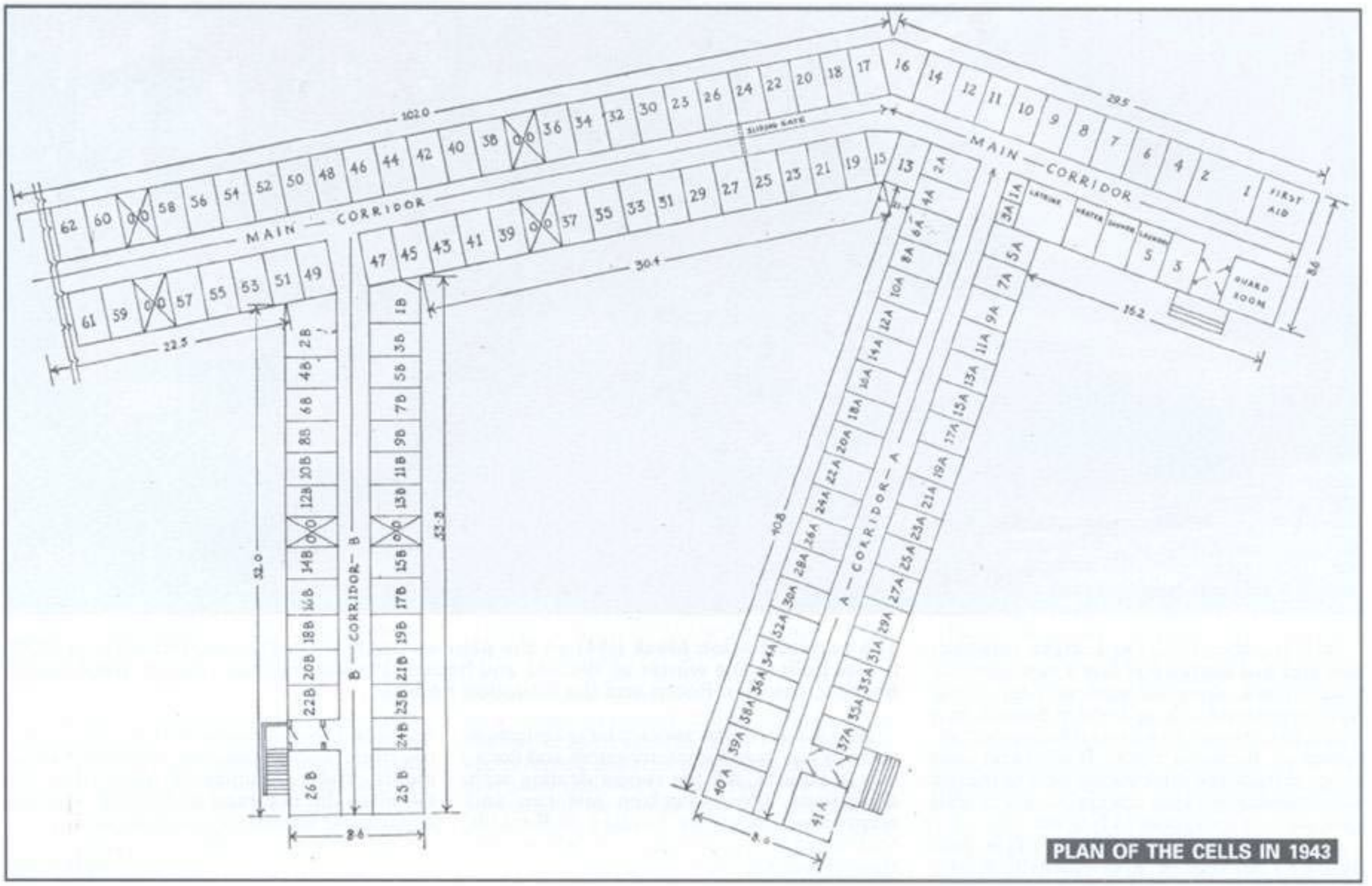
30 March 1945

Work continues thru the day, delousing and feeding PWs' arr1v1ng in camp. Maj. Teese returns and advises us to expect 320 PWs from Hadamar in the morning. This lot will include 14 General officers and 79 Field Grade officers. Seven PWs return from our last transport, including W/Comdr. Carling-Kelly. Today the remaining German personnel were officially put to work in the office, on kitchen detail, policing camp, etc. They are dealt with thru Maj. Dornseifer, Mr. Richmers·and Sgt. Keller.

Work is going on to prepare for the maximum number this camp will hold. Medical officers have arrived and are organizing their departments. They hope to start evacuating the worst cases shortly. The Hadamar contingent started arriving at 1100.

With the arrival of British officers who outranked him, Col. Stark was no longer Senior Allied Officer present. Major Teese of PWX-SHAEF, suggested that the staff remain and help in processing PW expected to arrive within the next few weeks. A stay of such length did not seem necessary to Col. Stark and at 0515 in the morning of 31 March he drove away in a German car with Cmdr. Jennings, USNR, and S/Sgt. Lee Hughes, AAF, leaving a note for Lt. Gille. He proceeded by motor and air transport to Paris, arriving 3 April 1945.


DULAG, OBERURSEL
DECEMBER 1944
A.D.I. (K) Report No. 250A/1945
File No. 519.616 AF Research Center
N
W
E
S
1. "The Cooler" POW cell block (200 cells)
2. New office building
3. Old office building
4. Commandant's office and Microphone Monitoring of cells
5. Canteen, new officers' Mess
6. Photo room, W/T room and Sick Bay (1st Floor)
7. Old camp
8. Watch towers
9. Store room
10. Main Guard and Camp staff
11. Gestapo offices and "Cooler" for POWs being interrogated by the Gestapo
12. Old officers' quarters
13. New officers' quarters
14. Women's quarters
15. Men's quarters
16. Security offices and Sergeants' quarters
17. Guard room
18. Main entrance
"The Cooler"
A. Wing with 30-40 wired rooms
B. Room for identification, search, and shipping out of POWs
C. Site new POWs are brought to on arrival
D. Reception room, new POWs
E. Steps down to entrance of cellar--also used for initial reception and overflow
F. Crew room
G. Guard



PLAN OF THE CELLS IN 1943

CHAPTER 7

The Air War And Stalag Luft III



The Great Escape of March 1944 triggered a tragically severe reaction from the Germans. The diversion from Germany's desperate war effort necessary to recapture the 76 men who got away through the escape tunnel reached Hitler's personal attention and he ordered 50 of the recaptured men to be shot.

After this event, escape became more dangerous but attempts continued. In the confusion in Germany as the end of the war approached, especially after the Stalag Luft III Kriegies reached Moosburg, escape became easier and less dangerous. When it became obvious that the end was near, even the most ardent advocates of escaping decided to wait it out.

After the execution of 50 escapees during the Great Escape was known and the urns of their ashes were returned to the camp, the British PWs of North Compound built an impressive monument to their memory in the local Stalag Luft III cemetery. It remains to this day and the small cemetery is maintained by the local Polish people.

THE AIR WAR

Statistics published after the war by the Army Air Forces tell a dramatic story about the air war against Germany. During the course of the war, 1,693,565 sorties were flown -- a sortie defined as one aircraft airborne on a mission against the enemy. Of these missions, 89% were deemed effective. Mission accomplished! Flying these missions were 32,263 combat aircraft. Fifty-five percent of these planes were lost in action. On the other hand 29,916 enemy aircraft were destroyed. On the human side, there were 94,565 American air combat casualties. Killed in action accounted for 30,099, with 13,660 wounded and evacuated. The remaining 51,106 were missing in action, PWs, evaders, and internees. Miracles of survival were numerous. Stalag Luft III held many fliers whose planes exploded in the air -- disintegrated -- yet one, two or more crew members survived. Some were blasted unconscious into the sky, and came to on the ground, their open parachutes beside them. Others were literally dug out of the wreckage of their crashed airplanes -- horribly injured, yet survivors.

There were countless instances of men surviving the catastrophic destruction of their aircraft high in the sky. The accounts of explosion and fire which left men unconscious in the air only to have them land safely by parachute were so common that in Stalag Luft III such survivors had difficulty finding an audience for the story.

In the last year of the war the German leadership actually encouraged enraged civilians, who had captured Allied airmen who were destroying their cities and killing their women and children, to wreak their vengeance on them indiscriminately.

How many men died this way is known only to God.

Fortunately, and to their credit, German military personnel aggressively defended shot-down airmen from such outrages.

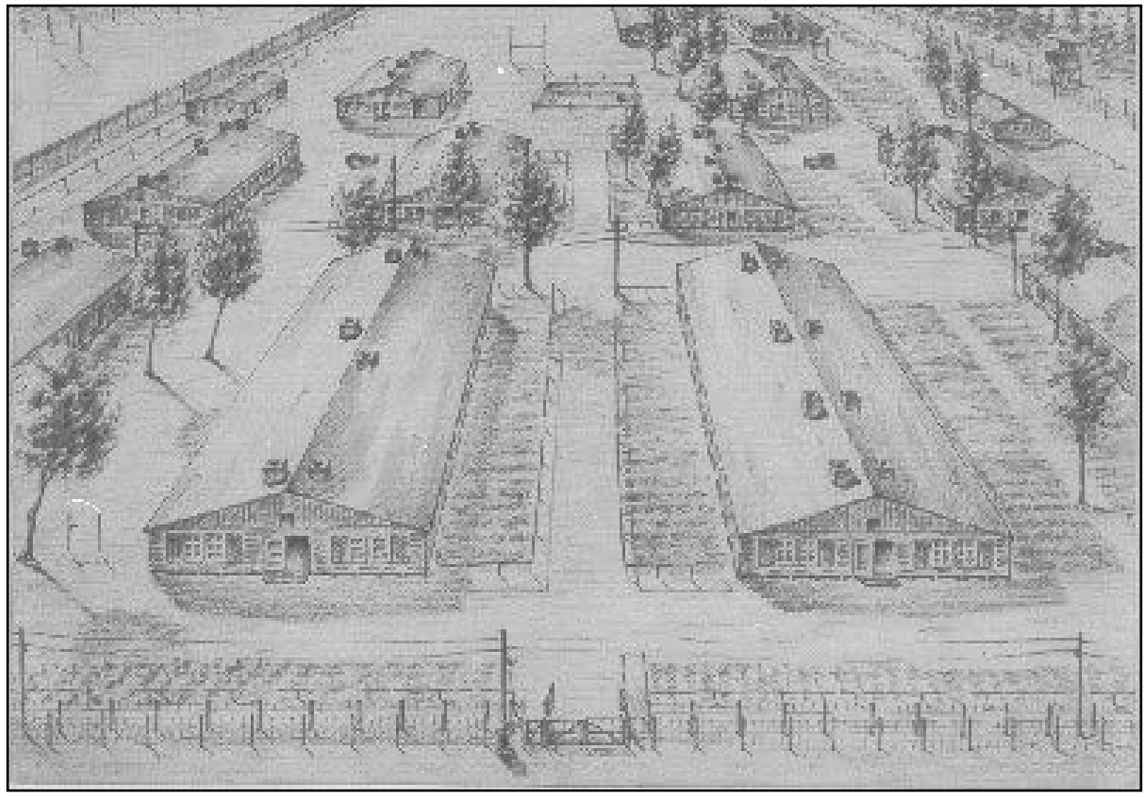
Dulag Luft, located near Frankfurt am Main, was the Luftwaffe Aircrew Interrogation Center to which all Allied airmen were delivered as soon as possible after their capture. There each new prisoner, while still trying to recover from the recent trauma of his shoot-down and capture, was skillfully interrogated for military information of value to the Germans. Frank mentioned that he was

The German interrogators claimed that they regularly obtained the names of unit commanders, information on new tactics and new weapons, and order of battle from naive or careless U.S. airmen, without resort to torture. New prisoners were kept in solitary confinement while under interrogation and then moved into a collecting camp. After a week or ten days, they were sent in groups to a permanent camp such as Stalag Luft III for officers or Stalag VIB for enlisted men. A nearby hospital employing captured doctors and medical corpsmen received and cared for wounded prisoners.

INTRODUCTION

“For you the war is over." That was the almost universal greeting to shot-down American airmen when they fell into the hands of the German enemy, a statement as far from the truth as any lie concocted by the Third Reich's propaganda machine. The war was not over for the new PW; it just became a different war, a war not without its own brutal casualties.

For the average World War II flier who ended up at Stalag Luft III -- the prison camp for downed airmen run by the Luftwaffe -- his last mission became the Longest Mission. Typically, his mission began before dawn at an airfield somewhere in England, North Africa, or Italy. It ended months or years later with the liberation of Stalag VII-A on April 29, 1945.



While at Stalag Luft III, his mission continued unabated, but not his role. He went from flier to prisoner of war in a matter of minutes. His new task was to contribute to the war effort as a Kriege, from the German term for prisoner of war, Kriegsgefangener. His duty now was survival, communication, and escape. He no longer engaged his enemy in the air, but met him in the isolation of an interrogation cell at Dulag Luft or at another enemy installation.

He met him behind the barbed wire at Stalag Luft III, on a forced-march in the dead of winter, or in the mare's nest of Stalag VII-A.

THE CAMP



Stalag Luft III was located 100 miles southeast of Berlin in what is now Poland. The PW camp was one of six operated by the Luftwaffe for downed British and American airmen. Compared to other prisoner of war camps throughout the Axis world, it was a model of civilized internment. The Geneva Convention of 1929 on the treatment of prisoners of war was complied with as much as possible, but it was still war, still prison, and still grim. With a madman on top, there was the ever-present threat that authority above the Luftwaffe could change things on a whim. Kriegies always knew that they were living on the razor's edge.

THE AMERICANS

The officer airmen who were PWs in the German camps at Stalag Luft III arrived there through an accident of war. They varied widely in age, military rank, education, and family background, but had several common experiences:

- They all volunteered to go to war as airmen.
- They all managed successfully to complete flying training.
- They all entered into combat flying in airplanes.
- They all were survivors of a traumatic catastrophe in the air.

This unique selection process seemed to give these men some common characteristics. They had an uncommon love of country and a loyalty to each other. They were very resourceful and applied great skill to improve their living conditions and to conduct escape and other clandestine activities. They indeed became a band of brothers.

In retrospect, most later acknowledged that their experience as prisoners was not simply an unpleasant waste of time but that they came out of it with, among other things, a clearer sense of values, a strengthened love of country, improved leadership skills, and an improved ability to live in harmony with others under difficult circumstances.

After the war the majority continued their comradery by staging many heart-warming reunions and by establishing at the Air Force Academy Library a central location for the preservation of their memorabilia and the records of their incarceration. Many went on to complete successful and distinguished careers in the Air Force, or in civilian life, some as political appointees in government, others in the professions, including the ministry.

THE GERMANS



The German garrison of Stalag Luft III was composed of non-flying Luftwaffe officers and enlisted personnel who were generally not qualified for frontline duty. Many of the guards were old and uneducated. Some had been wounded in combat and wore the patches of famous battles on the Eastern Front against Russia. For the enlisted men, guarding prisoners was probably regarded as better than duty in the East, but for the officers it must have been one of the least desired assignments. Some officers and men of the camp's garrison were genuinely hated by the prisoners. Most of the others tried to be decent to the PWs, often under difficult circumstances and the threat of severe punishment if they were caught doing anything that could be considered contrary to Germany's war effort. This general feeling of mutual respect is reflected in the fact that Gustav Simoleit and Hermann Glemnitz were invited as guests to the 20-year reunion of the American Former Prisoners of Stalag Luft III. They were warmly received.

FOOD



Food was always very close to a prisoner's heart. Germany, involved in a total war, had difficulties enough feeding its own people. Feeding PWs was well down on the list of priorities. The German PW rations were insufficient to sustain health and failed to meet the requirements of the Geneva Convention. Had the International Red Cross not shipped food parcels to all Allied PW camps except to the Russians, serious malnutrition would have been common. The Red Cross offer to feed the Russian PWs was spurned by Stalin.

The receipt of the Red Cross food parcels suffered from the uncertainties of the wartime rail service in Germany and the caprice of the Germans who would withhold delivery of the food as group punishment. Kriegies stashed food for special occasions. A few spoons of British cocoa here or a few lumps of sugar there all went into a special reserve for what the Kriegies called a bash. Loosely speaking a bash was the Kriegies'

way of celebrating a special event, perhaps the Fourth of July, Christmas, or even a birthday. Its ingredients had been saved laboriously for months. It was a feast.



A Red Cross Package for PWs

YMCA

The International Young Men's Christian Association (Y.M.C.A.) with headquarters in Geneva, Switzerland, undertook to preserve the quality of life for thousands of prisoners of war on both sides in World War II. The International Red Cross provided food, clothing, and medicines, while the Y.M.C.A. provided library supplies (largely books), athletic equipment, musical instruments, and chaplains' supplies. Both were major efforts and contributed immensely to the well-being of PWs. Volunteers from neutral countries, such as Switzerland and Sweden, with great dedication and at considerable personal risk, served Allied camps in Germany throughout the war.



Swedish lawyer Henry Söderberg, as the representative of the International Y.M.C.A., was responsible for the region of Germany in which Stalag Luft III was located. He visited the camp regularly and went to great efforts to procure and deliver items requested by the various compounds. As a result, each compound had a band and orchestra, a well-equipped library, and sports equipment to meet the different British and American national tastes. Chaplains also had the necessary religious items to

enable them to hold regular services. In addition, many men were able to advance, and in a few cases, complete their formal education.

Söderberg remained in touch with many of his American friends by coming from Sweden to attend their reunions until his death in 1998. He kindly donated his rich collection of official reports, photograph albums, letters, and other materials documenting his work on behalf of the prisoners of many nations to the U.S. Air Force Academy Library. It is available to scholars, other researchers, and cadets alike.

ESCAPE

The Great Escape of March 1944 triggered a tragically severe reaction from the Germans. The diversion from Germany's desperate war effort necessary to recapture the 76 men who got away through the escape tunnel reached Hitler's personal attention and he ordered 50 of the recaptured men to be shot. After this event, escape became more dangerous but attempts continued. In the confusion in Germany as the end of the war approached, especially after the Stalag Luft III Kriegies reached Moosburg, escape became easier and less dangerous. When it became obvious that the end was near, even the most ardent advocates of escaping decided to wait it out.

THE MARCH - EVACUATION OF STALAG LUFT III

Nothing in Shakespeare could match the impact of the short speech delivered in the middle of the second act of "You Can't Take It With You" at the South Compound Theater on the night of January 27, 1945. Making an unscripted entrance, Col. Charles G. Goodrich, the senior American officer, strode center stage and announced, "The Goons have just given us 30 minutes to be at the front gate! Get your stuff together and line up!"

At his 4:30 staff meeting in Berlin that very afternoon, Adolf Hitler had issued the order to evacuate Stalag Luft III. He was fearful that the 11,000 Allied airmen in the camp would be liberated by the Russians. Hitler wanted to keep them as hostages. A spearhead of Soviet Marshal Ivan Konev's Southern Army had already pierced to within 20 kilometers of the camp.



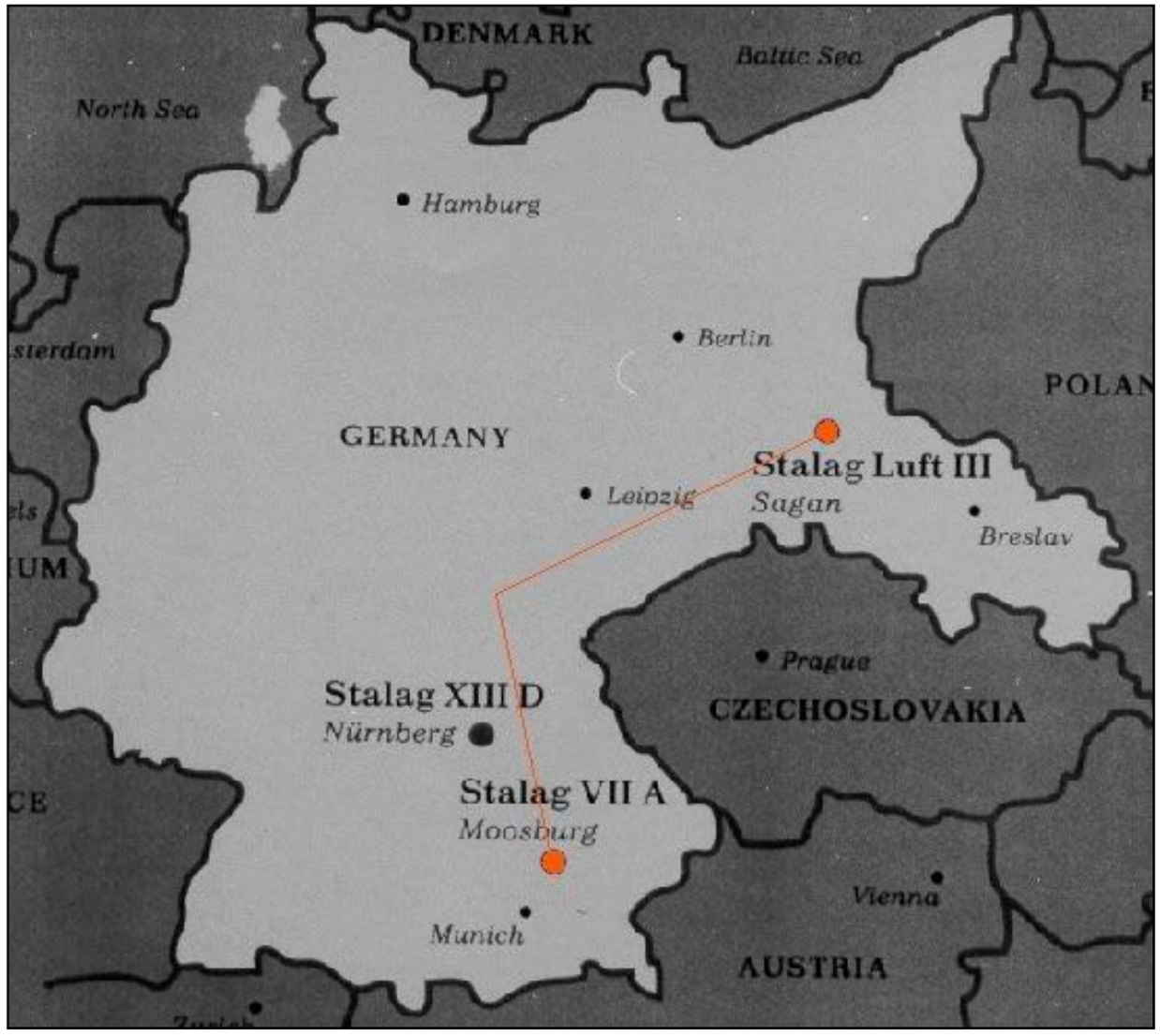
In the barracks following Colonel Goodrich's dramatic announcement, there was a frenzy of preparation -- of improvised packsacks being loaded with essentials, distribution of stashed food, and of putting on layers of clothing against the Silesian winter.

As the men lined up outside their blocks, snow covered the ground six inches deep and was still falling. Guards with sentinel dogs herded them through the main gate. Outside the wire, Kriegies waited and were counted, and waited again for two hours as the icy winds penetrated their multilayered clothes and froze stiff the shoes on their feet. Finally, the South Camp moved out about midnight.



This photo was taken with a clandestine camera. It shows one of the many sleds that were hastily hammered together from bed boards. It proved easier to pull a load of up to six backpacks than to carry them on one's back.

Out front, the 2,000 men of the South Camp were pushed to their limits and beyond, to clear the road for the 8,000 behind them. Hour after hour, they plodded through the blackness of night, a blizzard swirling around them, winds driving near-zero temperatures.



This map shows the route of the evacuation from Stalag Luft III at Sagan to Stalag VII-A at Moosburg in Bavaria. The PWs marched the first 90 kilometers and were crammed into boxcars the rest of the way.

At 2:00 a.m. on January 29, they stumbled into Muskau and found shelter on the floor of a tile factory. They stayed there for 30 hours before making the 15.5-mile march to Spremberg, where they were jammed into boxcars recently used for livestock. With 50 to 60 men in a car designed to hold 40, the only way one could sit was in a line with others, toboggan-fashion, or else half stood while the other half sat. It was a 3-day ordeal, locked in a moving cell becoming increasingly fetid with the stench of vomit and excrement. The only ventilation in the cars came from two small windows near the ceiling on opposite ends of the cars. The train lumbered through a frozen countryside and bombed-out cities.Along the way, Colonel Goodrich passed the word authorizing escape attempts. In all, some 32 men felt in good enough condition to make the try. In 36 hours, all had been recaptured.

The boxcar doors were finally opened at Moosburg and the Kriegies from the South and Center Compounds were marched into Stalag VII-A.

Sources:

http://www.usafa.edu/df/dflib/SL3/SL3.cfm?catname=Dean%20of%20Faculty

http://www.comstation.com/afhi/museum/stalag/capture.html

Accessed 19 April 2014

PHOTOGRAPHS FROM THE 60TH ANNIVERSARY OF THE MARCH FROM STALAG LUFT III SAGAN (January 2005)









Source:

http://www.muzeum.eline2.serwery.pl/index.php?id=23&lng=eng&op=galeria

Accessed 19 April 2014

AMERICAN PRISONERS OF WAR IN GERMANY

Prepared by MILITARY INTELLIGENCE SERVICE, WAR DEPARTMENT 15 July 1944

STALAG LUFT 3

STRENGTH 3,363 AAF Officers.

LOCATION Pin point: 51° 35' North latitude. 15° 19' 30" East longitude. Camp is situated in pine-woods area at Sagan [now in Poland], 168 kilometers Southeast of Berlin.

DESCRIPTION

Three of the camp's 6 compounds are occupied by Americans, 3 by RAF officers. Each compounds is divided into 15 buildings or blocks housing 80 to 110 men. The 12 rooms in a block each house two to 10 men. Barracks are one-story, wooden hutments resembling old CCC barracks in this country. Beds are all double-deckers.

TREATMENT

An American PW in this camp was fatally shot and another wounded under circumstances appearing to be in violation of the Geneva Convention. Fifty British PWs were murdered in March. Prior to these recent incidents, treatment had been excellent.

FOOD

Food is adequate only because of regular arrival of Red Cross food parcels although for a time during March, 1944 PWs received only German rations insufficient for subsistence. Vegetables from individual garden plots lend variety to diet. Food parcels are pooled and men in each room take turns at cooking. One stove is available, or each 100 officers. A food exchange is maintained by PWs Cigarettes serve as the medium of exchange.

CLOTHING

Clothing is furnished by the Red Cross. Germans issue only booty and very little of that. Men need summer issue underwear.

HEALTH

Health of PWs is good. Calisthenics are compulsory by order of the Senior American Officers. Adequate medical care is provided by British & French doctors. Dental care is not satisfactory, and difficulty is experienced in obtaining glasses. Washing & toilet facilities are adequate although hot water is scarce.

RELIGION

Complete religious freedom is observed. Services are held in specially constructed chapels by 9 chaplains, 7 of them Protestant, 2 Catholic. One chaplain is Lt. Eugene L. Daniel, an American; the others are British.

PERSONNEL

South Compound - American Sr. Officer:	Col. Charles G. Goodrich.
Center Compound- American Sr. Officer:	Col. Delmar Spivey.
West Compound – American Sr. Officer:	Col. Darr Alkire
German Commandant:	Oberst von Lindeiner.

MAIL

Airmail from camp averages 1~ months in transit, surface mail 3 months. Next-of-kin & tobacco parcels average 2~ months travel time. Sometimes they are pilfered.

RECREATION

This camp has the best organized recreational program of the American camps in Germany. Each compound has an athletic field and volleyball courts. The men participate in basketball, softball, boxing, touch football, volleyball, table tennis, and fencing. Leagues have been formed in most of these sports. A fire pool 20'x22'x5' is occasionally used for swimming. Parole walks are sometimes permitted. In each of the compound theaters built by the PWs, plays & musical comedies are frequently presented. Top-flight swing bands & orchestras perform regularly, and several choral groups take part in religious services & camp entertainments. Other recreational activities include bridge tournaments, building of model planes, visits to occasional movies, listening to phonograph recordings. Competent instructors teach a wide range of cultural & technical subjects, & lectures & discussions are numerous. A-newspaper posted 4 times weekly is edited by the PWs. Each of the compounds has a well-stocked library.

WORK

Officers are not required to work. However, a small tin-shop voluntarily make plates and cooking pans from biscuit and other produces brooms largely from Red Cross wrapping cord is staffed by PWs who tins, while a broomshop – produces brooms largely from Red Cross wrapping cord.

PAY

Men are paid on a sliding scale according to rank. Lts. receive 81 marks monthly in lagergeld of which 40 are deducted for food & orderly services. The remainder may be used at the canteen which has weak beer 4 times a year and a meager supply of harmonicas, pottery, and gadgets.

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AMERICAN PRISONERS OF WAR IN GERMANY

Prepared by MILITARY INTELLIGENCE SERVICE WAR DEPARTMENT

STALAG LUFT 3

(Air Force Officers)

1 November 1945

LOCATION

Until 27 Jan. 1945, Stalag Luft 3 was situated in the Province of Silesia, 90 miles south-east of Berlin, in a stand of fir trees south of Sagan (51°35'N latitude – 15°19'30" East longitude).

In the Jan. exodus, the South Compound & Center Compound moved to Stalag 7A, Moosburg (48°27' North latitude – 11°57' East longitude). The West Compound & North Compound moved to Stalag 13D, Nürnerg-Langwasser (49°27' North latitude – 11°50' East longitude) and then proceeded to Moosburg, arriving 20 April 1945.

STRENGTH

On 14 April 1942, Lt. (j.g.) John E. Dunn, 0-6545, U.S. Navy, was shot down by the Germans and subsequently became the 1st American flyer to be confined in Stalag Luft 3, then solely a prison camp for officers PW of the Royal Air Force. By 15 June 1944, U.S. Air Force officers in camp numbered 3,242, and at the time of the evacuation in Jan. 1945, the International Red Cross listed the American strength as 6,844. This was the largest American officers' camp in Germany.

DESCRIPTION

When the first Americans arrived in 1942, the camp consisted of two compounds or enclosures, one for RAF officers and one for RAF NCOs. The rapid increase in strength forced the Germans to build 4 more compounds, with USAAF personnel taking over the Center, South, West and sharing the North Compound with the British. Adjoining each compound the Germans constructed other enclosures called "Vorlagers" in which most of the camp business was transacted and which held such offices as supply, administration and laundry.

Each compound enclosed 15 one-story, wooden barracks or “blocks." These, in turn, were divided into 15 rooms ranging in size from 24' by 15' to 14' by 6'. Occupants slept in double-decker bunks and for every 3 or 4 men the Germans provided simple wooden tables, benches & stools. One room, equipped with a cooking range, served as a kitchen. Another, with 6 porcelain basins, was the washroom. A 3rd, with 1 urinal & two commodes, was the latrine.

A "Block" could house 82 men comfortable, but with the growth in numbers of PW, rooms assigned for 8 men began holding 10 and then 12, and the middle of September of 1944 saw new PW moving into tents outside the barracks.

Two barbed wire fences 10' high and 5' apart surrounded each compound. In between them lay tangled barbed wire concertinas. Paralleling the barbed wire and 25' inside the fence ran a "warning wire" strung on 30-inch wooden posts. The zone between the warning wire & the fence was forbidden territory, entrance to which was punishable by sudden death.

At the corners of the compound and at 50-yard intervals around its perimeter rose 40' wooden guard towers holding Germans armed with rifles or machine guns.

U.S. PERSONNEL

Lt. Col. Albert P. Clark, Jr., captured on 26 July 1942, became the first Senior American Officer, a position he held until the arrival of Col. Charles G. Good rich some 2 months later. The enforced seclusion of individual compounds necessitated the organization of each as an independent PW camp. At the time of the move from Sagan, camp leaders were as follows:

Senior Allied Officer	- Brigadier General Arthur W. Vanaman
SAO South Compound	- Col. Charles G. Goodrich
SAO Center Compound	- Col. Delmar T. Spivey
SAO West Compound	- Col. Darr H. Alkire
SAO North Compound	- Lt. Col. Edwin A. Bland

The staff of a compound was organized into two categories:

Main Staff Depts.	Secondary Staff Depts.
a. Adjutant	a. Mail
b. German property	b. Medical
c. German rations	c. Coal
d. Red Cross food	d. Finance
e. Red Cross clothing	e. Canteen
f. Education & Recreation	f. Orderlies, etc.

The basic unit for organization was the barrack building or block. Block staffs were organized to include the same functions as the Compound Staff, and the blocks themselves were sub-divided into squads of 10 men each.

Each compound had a highly organized Security Committee.

GERMAN PERSONNEL

The original commandant of Stalag Luft 3 was Oberst von Lindeiner, an old-school aristocrat with some 40 years of army service. Courteous and considerate at first sight, he was inclined to fits of uncontrolled rage. Upon one occasion he personally threatened a PW with a pistol. He was, however, more receptive to PW requests than any other commandant.

After the British mass escape of March 1944, Oberst von Lindeiner was replaced by Oberstleutnant Cordes, who had been a PW in World War I. A short while later Cordes was succeeded by Oberst Braune, direct & business-like. Stricter than his predecessors, he displayed less sympathy toward PW requests. Nevertheless, he was able to stop misunderstandings such as the one resulting in guards shooting into the compounds. In general, commandants tended to temporize when dealing with PW, or else to avoid granting their requests entirely.

Most disliked by PW were the Abwehr or Security officers - Hauptmann Breuli and his successor Major Kircher.

The Luftwaffe guards were 4th rate troops either peasants too old for combat duty or young men convalescing after long tours of duty or wounds received at the front. They had almost no contact with PW. In addition to uniformed sentries, soldiers in fatigues were employed by the Germans to scout the interiors of the compounds. These "ferrets" hid under barracks, listened to conversations, looked for tunnels and made themselves generally obnoxious to the PW. The German complement totaled 800.

Occasionally, as after the March 1944 mass escape, Gestapo groups descended upon the camp for a long, thorough search.

TREATMENT

Because of their status as officers and the fact that their guards were Luftwaffe personnel, the men at Stalag Luft 3 were accorded treatment better than that granted other PW in Germany. Generally, their captors were correct in their adherence to many of the tenets of the Geneva Convention. Friction between captor & captive was constant and inevitable, nevertheless, and the strife is well illustrated by the following example.

On 27 March 1944 the Germans instituted an extra Appel (roll call) to occur any time between the regular morning & evening formations. Annoyed by an indignity which they considered unnecessary, PW fought the measure with a passive resistance. They milled about, smoked, failed to stand at attention and made it impossible for the lager officer to take a count. Soon they were dismissed. Later in the day another Appel was called. This time the area was lined with German soldiers holding rifles & machine guns in readiness to fire. Discreetly, PW allowed the Appel to proceed in an orderly fashion. A few days later, nevertheless, probably as a result of this deliberate protest against German policy, the unwonted extra Appel was discontinued.

Since the murder of 50 RAF flyers has been attributed to the Gestapo, acts of atrocious mistreatment involving the regular Stalag Luft 3 guard complement may be narrowed down to two.

About 2200 hours, 29 December 1943, a guard fired a number of shots into one barrack without excuse or apparent purpose. One bullet passed through the window and seriously wounded the left leg of Lt. Col. John D. Stevenson. Although Col. Stevenson spent the next 6 months in hospitals, the wound has left him somewhat crippled.

About 1230 hours, 9 April 1944, during an air raid by American bombers, Cpl. Cline C. Miles was standing in the cookhouse doorway. He was facing the interior. Without warning a guard fired at "a man" standing in the doorway. The bullet entered the right shoulder of Cpl. Miles and came out through his mouth killing him instantly.

FOOD

German rations, instead of being the equivalent of those furnished depot troops, compared with those received by non-working civilians - the lowest in Germany. While insufficient, these foods provided the bulk of staples, mainly through bread & potatoes. A PWs average daily issue of foods, with caloric content included, follows:

TYPE Of FOOD	GRAMS	CALORIES
Potatoes	390	331
Bread	350	910
Meat	11	20
Barley, Oats, Etc	21	78

TYPE Of FOOD	GRAMS	CALORIES
Kohlrabi	247	87
Dried vegetable	14	38
Margarine	31	268
Cheese	10	27
Jam	25	69
Sugar	25	100
TOTALS	1124	1928

A conservative estimate of the caloric requirement of a person sleeping S hours a day and taking very little exercise is 2,150 calories. German rations, therefore, fell below the minimum requirement for healthy nutrition.

Food came from 4 other sources: Red Cross parcels, private parcels, occasional canteen purchases and gardens. Of the Red Cross parcels, after the spring of 1S43, 40% were

American, 25% British, 25% Canadian and 10% miscellaneous such as New Zealand parcels, Christmas parcels and bulk issue from the British colony in Argentina. These were apportioned at the rate of 1 per man per week during periods of normal supply. If the International Red Cross at Geneva felt that transportation difficulties would prevent the usual delivery, it would notify the camp parcel officer to limit the issue to ½ parcel per man per week. Such a situation arose in Sept. 1944 when all Stalag Luft 3 went on ½ parcels. Average contents of American & British parcels were as follows:

	AMERICAN	BRITISH	
Food	Weight (OZ)	Food	Weight (OZ)
Spam	12	Meal Roll	10
Corned Beef	12	Stew	12
Salmon	8	Cheese	4
Cheese	8	Dried fruit	6

Food	Weight (OZ)	Food	Weight (OZ)
Dried Fruit	16	Biscuit	10
Biscuits	7	Condensed milk	14
Klim	16	Margarine	8
Margarine	16	Tea	2
Soluble	4	Cocoa	6
Orange Powder	4	Jam	10
Liver Paste	6	Powdered eggs	2
Chocolate	4	Chocolate	4
		Vegetables	8

Since the kitchen equipment of 10 boilers & 2 ovens per compound was obviously inadequate, almost all food was prepared by the various room messes in the blocks. These messes obtained from the kitchen only hot water and, 4 times a week, hot soup. Cooking within the block was performed on a range whose heating surface was 3 square feet. During winter months, PW were able to use the heating stoves in their rooms as well. With few exceptions, each room messed by itself. All food was pooled, and room cooks were responsible for serving it In digestible & appetizing, if possible, form. Since the stove schedule provided for cooking periods from 3 p.m. to 9 p.m., some rooms ate their main meal in mid-afternoon, while others dined fashionably late. Below is a typical day's menu:

Breakfast – [illegible] Two slices of German bread with spread, coffee (soluble) or tea.

Lunch- [illegible] (on alternate days), slice of German bread, coffee or tea.

Supper – [illegible] potatoes, one-third can of meat, vegetables (twice a week), slice German bread, coffee or tea.

Evening snack – [illegible] Dessert (pie, cake, etc) coffee or cocoa.

A unique PW establishment was “Foodacco” whose chief function was to provide PW with a means of exchanging and a stable barter market where, for example, cocoa could be swapped for cigars. Profits arising from a 2% commission charged on all transactions was credited to a communal camp fund.

HEALTH

Despite confinement, crowding, lack of medical supplies & poor sanitary facilities, health of PW was astonishingly good.

For trivial ailments, the compounds maintained a first aid room. More serious cases were sent to 1 of the 2 sick quarters within the camp. Sick quarters for the South Compound originally consisted of a small building with 24 beds, a staff of 3 PW doctors and some PW orderlies. This also served the North & West Compounds. The Center Compound had its own dispensary and 2 PW doctors. On 1 June 1944, the three-compound sick quarters was replaced by a new building with 60 beds.

The Germans furnished very few medical supplies. As a result, PW depended almost wholly on the Red Cross. Large shipments of supplies, including much-needed sulfa

drugs, began to arrive in the autumn of 1944. PW were also glad to receive a small fluoroscope and thermometers.

Most common of the minor illnesses were colds, sore throats, influenza, food poisoning and skin diseases. When a PW needed an x-ray or the attentions of a specialist, he was examined by a German doctor. It usually took months to obtain these special attentions. Cases requiring surgery were sent to one of the English hospitals, as a rule Lamsdorf or Obermassfeld. Emergency cases went to a French hospital at Stalag 8C, one mile distant.

Dental care for the North, West & South Compounds was provided by a British dentist and an American dental student. In 14 months, they gave 1,400 treatments to 308 PW from the South Compound alone.

Sanitation was poor. Although PW received a quick delousing upon entry into the camp, they were plagued by bedbugs and other parasites. Since there was no plumbing, both indoor and outdoor latrines added to the sanitation problem in summer. PW successfully fought flies by scrubbing aborts daily, constructing fly traps and screening latrines with ersatz burlap in lieu of wire mesh.

Bathing facilities were extremely limited. In theory the German shower houses could provide each man with a three-minute hot shower weekly. In fact, however, conditions varied from compound to compound and if a PW missed the opportunity to take a hot shower he resorted to a sponge bath with water he had heated himself - the only other hot water available the year around.

CLOTHING

In 1943, Germany still issued booty clothing of French, Belgian or English derivation to PW. This practice soon ceased, making both Britons & Americans completely dependent on clothing received from the Red Cross. An exception to the rule was made in the winter of 1943 when the camp authorities obtained 400 old French overcoats from Anglo-American PW.

Gradually, Americans were able to replace their RAF type uniforms with GI enlisted men's uniforms, which proved extremely serviceable. When stock of clothing permitted, each PW was maintained with the following wardrobe:

1 Overcoat.	1 Blouse	2 Shirts, Wool or cotton
1 Pr. Wool trousers	2 Pr. Winter underwear	2 Pr. Socks
1 Pr. Gloves	1 Sweater	1 Pr. High Shoes
1 Belt or Suspenders	1 cap	4 Handkerchiefs

1 Blanket (added to 2 German blankets)

WORK.

Officers were never required to work. To ease, the situation in camp, however, they assumed many housekeeping chores such as shoe repairing, distributing food, scrubbing their own rooms and performing general repair work on barracks.

Other chores were carried out by a group of 100 American orderlies whose work was cut to a minimum and whose existence officers tried to make as comfortable as possible under the circumstances.

PAY

The monthly pay scale of officers in Germany was as follows:

F/O & 2d Lt.	72 Reichsmarks	1st Lt.	81 Reichsmarks
Capt.	96 Reichsmarks	Major	108 Reichsmarks
Lt. Col.	120 Reichsmarks	Col.	150 Reichsmarks

Americans adhered closely to the financial policy originated by the British in 1940-42. No money was handled by individual officers but was placed by the accounting officer into individual accounts of each after a sufficient deduction had been made to meet the financial needs of the camp. These deductions, not to exceed 50% of any officer's pay, took care of laundry, letter forms, airmail postage, entertainment, escape damages and funds transmitted monthly to the NCO camps, which received no pay until July 1944.

Officers at Stalag Luft 1 contributed 33% of their pay to the communal fund, and the entire policy was approved by the War Department on 14 October 1943. Since the British Government unlike the U.S.A. deducted PW pay from army pay, Americans

volunteered to carry out all canteen purchases with their own funds, but to maintain joint British-American distribution just as before.

Because of the sudden evacuation from Sagan, Allied PW had no time to meet with German finance authorities and reconcile outstanding Reichsmark balances. The amount due to the U.S.A. alone from the German Government totals 2,984,932.75 Reichsmarks.

MAIL

Mail from home or sweetheart was the life-blood of PW. Incoming mail was normally received 6 days a week, without limit as to number of letters or number of sheets per letter. (German objected only to V-mail forms.) Incoming letters could travel postage free, but those clipper-posted made record time. Correspondence could be carried on with private persons in any country outside of Germany; Allied, neutral or enemy. Within Germany correspondence with next-of-kin only was permitted. A PW could write one letter per month to next-or-kin in another PW camp or internees' camp.

SOUTH COMPOUND INCOMING MAIL

Month	Letters	Per Capita	Age
Sep 43	3,190	3	11 weeks
Oct 43	5,392	5	10 "
Nov 43	9,125	9	10 "
Dec 43	24,076	24	8 "
Jan 44	7,680	7	12 "
Feb 44	10,765	9	12 "
Mar 44	11,693	10	12 "
Apr 44	16,355	15	12 "
May 44	15,1 62	13	13 "
Jun 44	13,558	11	14 "
Jul 44	26,440	20	14 "

Month	Letters	Per Capita	Age
Aug 44	14,266	11	15 "
Sep 44	10,xx7	8	16 "

The travel time reverted to 11-12 weeks in the autumn of 1944, with airmail letters sometimes reaching camp in 4 to 6 weeks. All mail to Luftwaffe-held PW was censored in Sagan by a staff of German civilian men and women.

Outgoing mail was limited, except for special correspondence, to 3 letter forms and 4 cards per PW per month. Officers above the rank of major drew 6 letters & 4 cards while enlisted men received 2 letter forms & 4 cards. Protected personnel received double allotments. PW paid for these correspondence forms & for airmail postage as well.

SOUTH COMPOUND OUTGOING MAIL

Month	Letters	Postage in RMs
Sep 43	3,852	924.60
Oct 43	6,711	2494.60
Nov 43	7,781	2866.66
Dec 43	7,868	2968.00
Jan 44	7,811	2915.30
Feb 44	7,968	2907.10
Mar 44	7,916	3095.80
Apr 44	8,460	3154.90
May 44	8,327	3050.20
Jun 44	10,189	3789.60

Aug 44	8,780	3366.50
Month	Letters	Postage in RMs
Sep 44	8,777	3288.30

Each 60 days, a PW's next-of-kin could mail him a private parcel containing clothing, food and other items not forbidden by German or U.S. Government regulations. These parcels too, were thoroughly examined by German censors.

MORALE

Morale was exceptionally high. PW never allowed themselves to doubt an eventual Allied victory and their spirits soared at news of the European invasion. Cases of demoralization were individual, caused for the most part by reports of infidelities among wives or sweethearts, or lack of mail, or letters in which people failed completely to comprehend PW's predicament. Compound officers succeeded in keeping their charges busy either physically or mentally and in maintaining discipline. The continual arrival of new PW with news of home and the air force also helped to cheer older inmates.

WELFARE

The value of the Protecting Power in enforcing the provisions of the Geneva Convention lay principally in the pressure they were able to bring to bear. Although they might have agreed with the PW point of view, they had no means of enforcing their demands upon the Germans, who followed the Geneva Convention only insofar as its provisions coincided with their policies. But the mere existence of a Protecting Power, a third party, had its beneficial effect on German policy.

Direct interview was the only satisfactory traffic with the Protecting Power. Letters usually required 6 months for answer - if any answer was received. The sequence of events at a routine visit of Protecting Power representatives was as follows: Granting by the Germans of a few concessions just prior to the visit; excuses given by the Germans to the representatives; conference of representatives with compound seniors; conference of representative with Germans. Practical benefits usually amounted to minor concessions from the Germans.

PW of Stalag Luft 3 feel a deep debt of gratitude toward the Red Cross for supplying them with food and clothing, which they considered the 2 most important things in their PW camp life. Their only complaint is against the Red Cross PW Bulletin for its description of Stalag Luft 3 in terms more appropriately used in depicting life On a college campus than a prison camp.

PW also praised the YMCA for providing them generously with athletic equipment, libraries, public address systems and theatrical materials. With YMCA headquarters established in Sagan, the representative paid many visits to camp.

RELIGION

On 1 Dec. 1942, the Germans captured Capt. H.E. McDonald with a British Airborne Division in Africa. Because he was "out of the cloth" they did not officially recognize him as a clergyman, nevertheless, he was the accredited chaplain for the camp and conducted services for a large Protestant congregation. He received a quantity of religious literature from the YMCA and friends in Scotland.

In April 1942, Father Philip Goudrea, Order of Mary Immaculate, Quebec, Canada, became the Catholic Chaplain to a group which eventually numbered more than 1,000 PW. Prayer books were received from Geneva and rosary beads from France.

On 12 September 1943, a Christian Science Group was brought together in the South compound under the direction of 2d Lt. Rudolph K. Grumm, 0-749387. His reading material was forwarded by the Church's War Relief Committee, Geneva, as was that of 1st Lt. Robert R. Brunn active in the Center Compound.

Thirteen members of the Church of Jesus Christ of Latter Day Saints, sometimes known as the Mormon Church, held their first meeting in the South Compound on 7 November 1943. 1st Lt. William E. McKell was nominated as presiding Elder and officiated at subsequent weekly meetings. Material was supplied by the European Student Relief Fund, the Red Cross, the YMCA and the Swiss Mission of the Church.

RECREATION

Reading was the greatest single activity of PW. The fiction lending library of each compound was enlarged by books received from the YMCA and next-of-kin until it totaled more than 2,000 volumes. Similarly, the compounds' reference libraries grew to

include over 500 works of a technical nature. These books came from the European Student Relief Fund of the YHCA and from PW who had received them from home.

Athletics were second only to reading as the most popular diversion. Camp areas were cleared and made fit playing fields at first for cricket and rugby and later for softball, touch football, badminton, deck tennis and volleyball. In addition, PW took advantage of opportunities for ping-pong, wrestling, weight lifting, horizontal & parallel bar work, hockey and swimming in the fire pool. The bulk of athletic equipment was supplied by the YMCA.

The "Luftbandsters", playing on YMCA instruments, could hold its own with any name band in the U.S.A. according to those who heard them give various performances. PW formed junior bands of less experienced players and also a glee club.

Through the services of the YMCA, PW were shown 7 films, somewhat dated Hollywood features and 2 German musical comedies.

Other activities included card playing, broadcasting music and news over a camp amplifier called “Station KRGY” [note: short for Kriegie – a term used for prisoners of war Kriegsgefangener] reading the "Circuit" and "Kriegie Times" journals issued by PW

news room, attending the Education Department's classes which ranged from Aeronautics to Law, painting, sketching and the inevitable stroll around the compound perimeter track.

SAGAN EVACUATION

At 2100 hours on 27 Jan. 1945, the various compounds received German orders to move out afoot within 30 minutes. With an eye on the advancing Red Armies, PW had been preparing 2 weeks for such a move. Thus the order came as no surprise. In barracks bags, in knotted trousers and on makeshift sleds they packed a minimum of clothing and a maximum of food - usually 1 parcel per man. Each man abandoned such items as books, letters, camp records and took his overcoat and one blanket. Between 2130 & 2400 hours, all men except some 200 too weak to walk, marched out into the bitter cold and snow in a column of threes - destination unknown. Their guards, drawn from the camp complement, bore rifles and machine pistols. They marched all night, taking 10 minute-breaks every hour.

The exodus was harrowing to PW of all compounds but especially those of the South, which made the 55 kilometers from Sagan to Muskau in 27 hours with only 4 hours of sleep. Rations consisted only of bread & margarine obtained from a horse-drawn wag-

on. PW slept in unheated barns. At Muskau, on the verge of exhaustion, they were billeted in a blast furnace, which was warm and an empty heating plant, which was cold. Here they were given a 30-hour delay for recuperation. Even so, some 60 men incapable of marching farther had to be left behind. The 25 kilometers from Muskau to Spremberg on 31 Jan., the South compound, plus 200 men from the West compound, went to Stalag 7A at Moosburg. They traveled 2 days and 2 nights in locked, unmarked freight cars - 50 men to a car. On 7 Feb., the Center Compound joined them. The North Compound fell in with the West Compound at Spremberg and on 2 Feb. entrained for Stalag 13D, Nürnberg, which they reached after a trip of 2 days.

Throughout the march the guards, who drew rations identical with PW's, treated their charges with sympathy and complained at the harshness they all had to undergo. German civilian encountered during the trek were generally considerate, bartering with PW and sometimes supplying them with water.

"SOURCE MATERIAL FOR THIS REPORT CONSISTED OF INTERROGATIONS OF FORMER PRISONERS OF WAR MADE BY CPM BRANCH, MILITARY INTELLIGENCE SERVICE, AND REPORTS OF THE PROTECTING POWER AND INTERNATIONAL RED CROSS RECEIVED BY THE STATE DEPARTMENT (Special War Problems Division)." Taken from the introduction (general) of camps.

Stalag Luft III

Sagan, Poland

(Officers)

Location: In a pine woods area at Sagan, Poland about 168 km southeast of Berlin

Opened: East Compound (British) first occupied 21 March 1942; Center Compound 11 April 1942 - first with British sergeants and later in 1942 with Americans; North Compound (British) 29 March 1943; South Compound (Americans) September of 1943; West Compound (Americans) July of 1944.

PW Strength: Camp held over 11,000 Allied Officer airmen when it was evacuated in January of 1945. American strength was 6,844 - the largest American officers' camp in Germany.

Camp Description: The camp had six compounds - Three used for American officers (South, Center and West) and three for R.A.F. Officers (including East & North). Each compound had fifteen one story wooden hutments to house prisoners. Barrack rooms were about 10 x 12 feet. The fifteen men in each room slept in five triple-decked bunks. In one corner was a wood or charcoal burning stove. A high wire fence surrounded the

buildings. A few feet inside the fence was a low strand of wire - the warning wire. Guards were permitted to shoot any prisoner crossing the warning wire. Guard towers, equipped with powerful searchlights were placed at strategic locations along the fences. Armed guards with police dogs patrolled the interior and exterior perimeter of the camp.

Escape attempts: Escape attempts were started soon after Stalag 3 was established and reached a scale that was hardly reached by any of the other German camps. Numerous tunnels were started in the East and Center compounds and eventually in the North (British) and South (American) compounds. Most were soon discovered by the Germans. Almost everyone in all compounds were involved in one way or another in escape attempts. The major escape took place in the North (British) compound on 24 March 1944. It became known as "The Great Escape." A tunnel 336 feet in length, 30 feet below ground level, was constructed. Eighty prisoners made their way out and only three made it back to Great Britain. The rest were recaptured. Fifty of the escapees were executed by Gestapo firing squads.

Stalag 3 Sagan Evacuation: Russian troops were approaching Sagan, Poland. At 11:00 PM on 27 January 1945 Germans marched the PWs out of Stalag 3 with Spremberg for their destination. The exodus was harrowing to PWs of all compounds, especially to those of the South Compound who made the 55 kilometers from Sagan to Muskau in 27 hours with only 4 hours sleep. At Muskau they were given a 30 hour delay for re-cuperation and then marched another 25 km to Spremberg. On 31 January the South Compound men plus 200 men from the West Compound went to Stalag 7A at Moos-burg in rail "forty-and eight" boxcars packed 50 men and 1 guard in each boxcar. The trip took two days and two nights. On 7 February the men from the Center Compound joined them. The North Compound fell in with the West Compound at Spremberg and on 2 February entrained for Stalag 13D at Nurnberg, which they reached after a two day trip.

On April 13, 1945, after an approximate three month stay, the Americans were told that they must evacuate Stalag 13D and march to Stalag 7A at Moosburg. The main body reached Stalag 7A on 20 April 1945. Many PWs dropped out of the march en route to Moosburg and the German guards made no serious attempt to stop them. The PWs were liberated by General Patton's 14th Armored Division on April 29th.

Stalag Luft III - South Compound Ledgers: Maintained by 360th BS/303rd BG(H) Bombardier 2Lt Ewell Ross McCright, MIA on his 3rd combat mission, 23 January 1943, in B-17F #41-24567 Beats Me (360BS) PU-J, 1Lt Joseph E. Haas Crew (7 KIA 3 PW). After capture Lt. McCright was placed in Stalag 3 - South Compound and became very despondent.. The American Security head of the South Compound assigned McCright the task of maintaining records of all American prisoners in the camp and of each new arrival. The job proved lifesaving to McCright as it kept his mind and hands busy. The detailed ledgers, ultimately containing names of over 2,100, including thirty 303rd BG(H) crewmen, were hidden from the Germans and would have resulted in his execution if they had been discovered. They were discovered on one occasion and he pointed to the ledger title page which stated that the records contained the names and addresses of dead flying comrades. The discovering guard did not look further into the ledgers but returned them courteously and respectfully to McCright. Later, another search party discovered the ledgers but were returned for a package of American cigarettes. McCright presented the four volume set of ledgers to American Authorities after his liberation. They were stamped "Top Secret" and were eventually flown out of Germany. They proved helpful to the War Department post war searches for casualty records and veterans proof of injuries. Lt McCright obtained his

ledgers after the war and after his death on 24 April 1990 they were forwarded to Arnold A. Wright in his hometown of Benton, Arkansas. Mr Wright published the ledgers in a limited edition 1993 book "Behind the Wire, Stalag Luft III, South Compound."

In October 2004 Lt McCright's unselfish efforts were rewarded with the Legion of Merit medal. It was presented to his sister, Marie Hall, by Major General Lewis E. Lyle (retired) at a ceremony in Benton, Arkansas. More information is avaible in the February 2005 Hell's Angels Newsletter.

Source:

http://www.303rdbga.com/pow-camps.html#stalag7a

Accessed 22 April 2014

CHAPTER 8

Photographs Of Stalag Luft III



The Stalag as it looked in August 1944

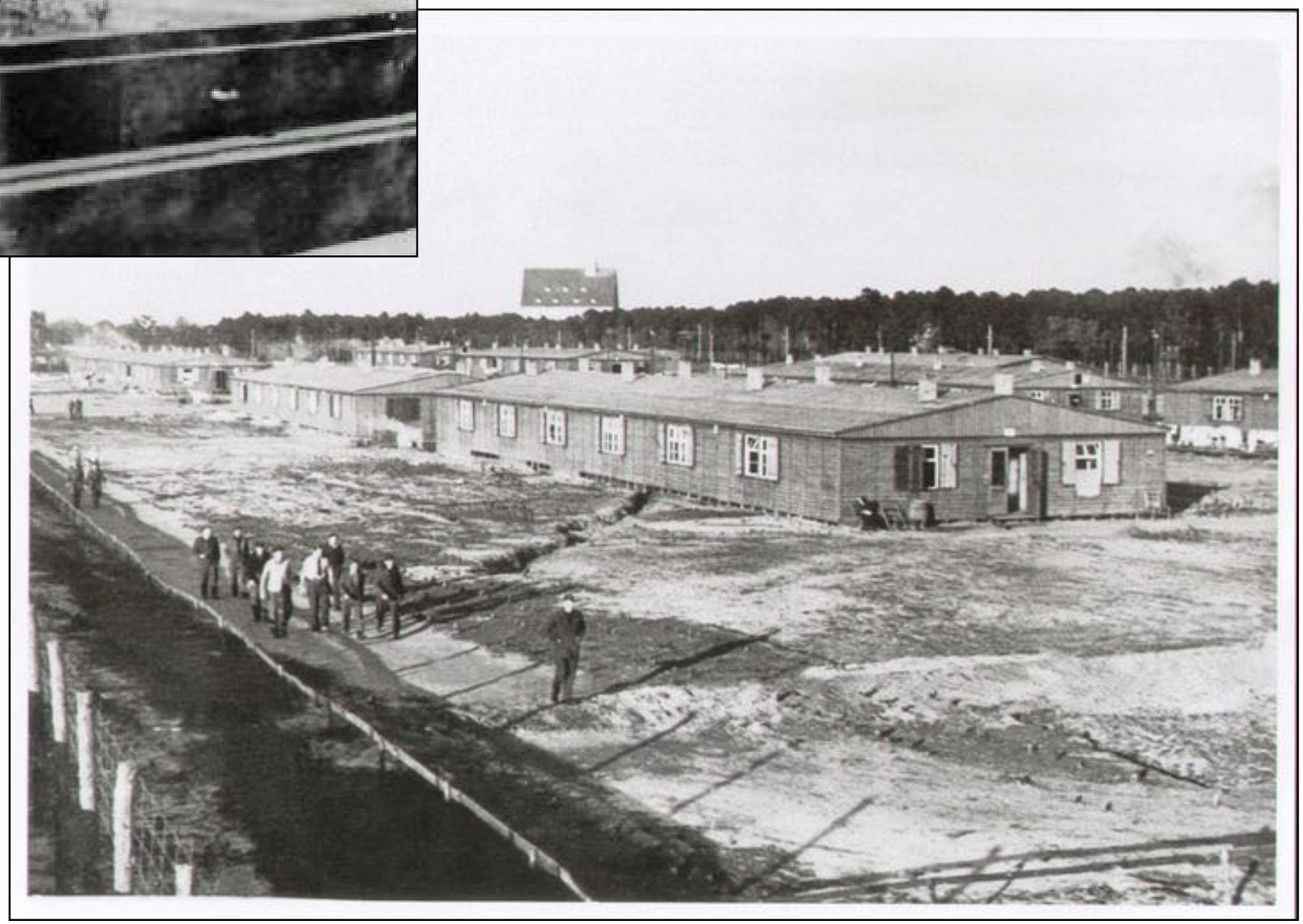


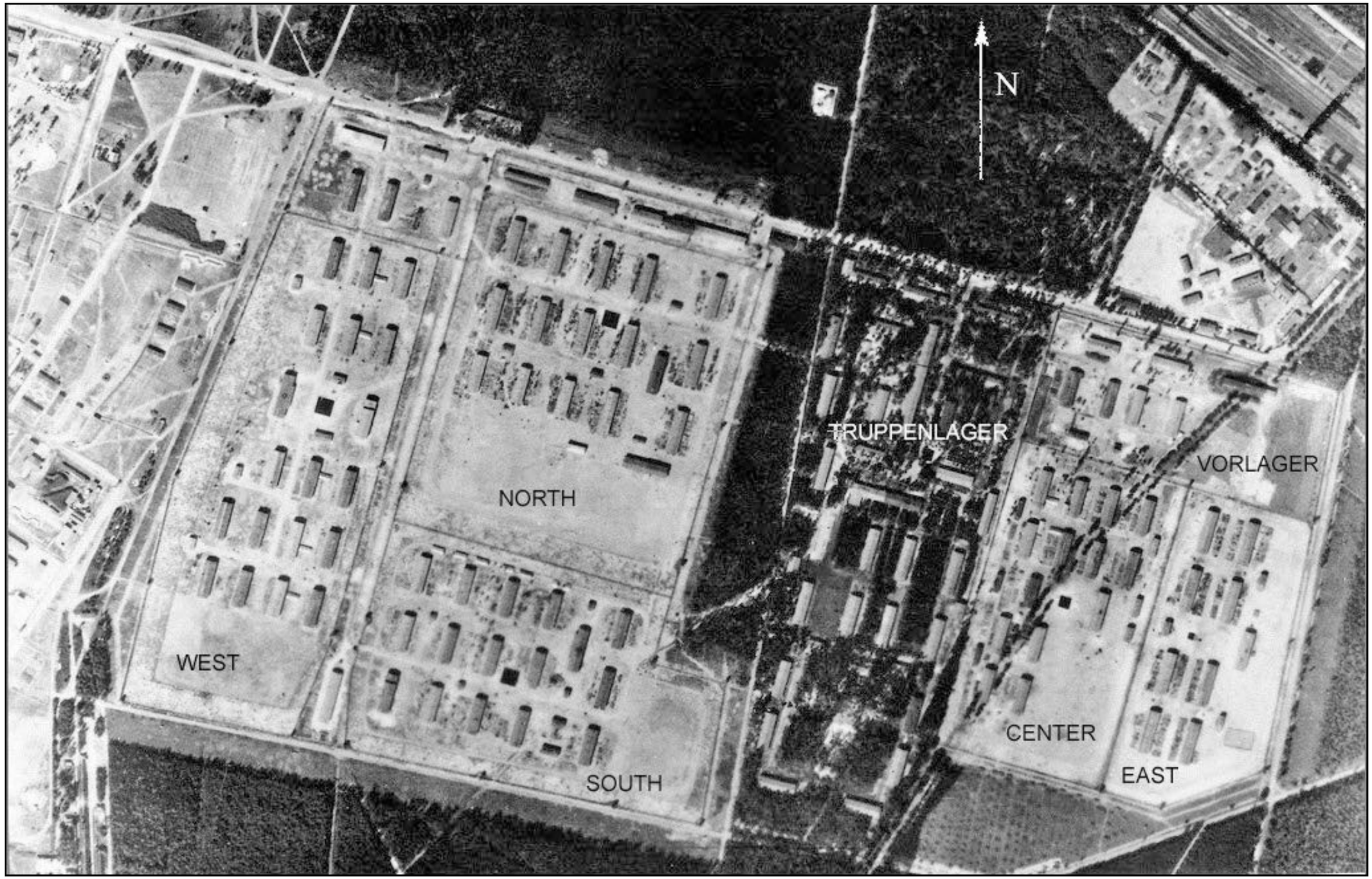






Russian PWs erecting tents for new U.S. PWs in the Fall of 1944





Aerial reconnaissance photo of Stalag Luft III taken 17 September 1944.





Captured RAF officers at
Stalag Luft III, 1944



German officers of Stalag Luft III



Commandant of Stalag Luft III, Oberst Friedrich Wilhelm von Lindeiner-Wildau



Oberst Braune, appointed to replace von Lindeiner-Wildau as Commandant after the Great Escape.



One of the watch towers at Stalag Luft III, Sagan



British prisoners of war tend their garden at Stalag Luft III



Three British prisoners of war produce news sheets in
one of the huts at Stalag Luft III PW camp



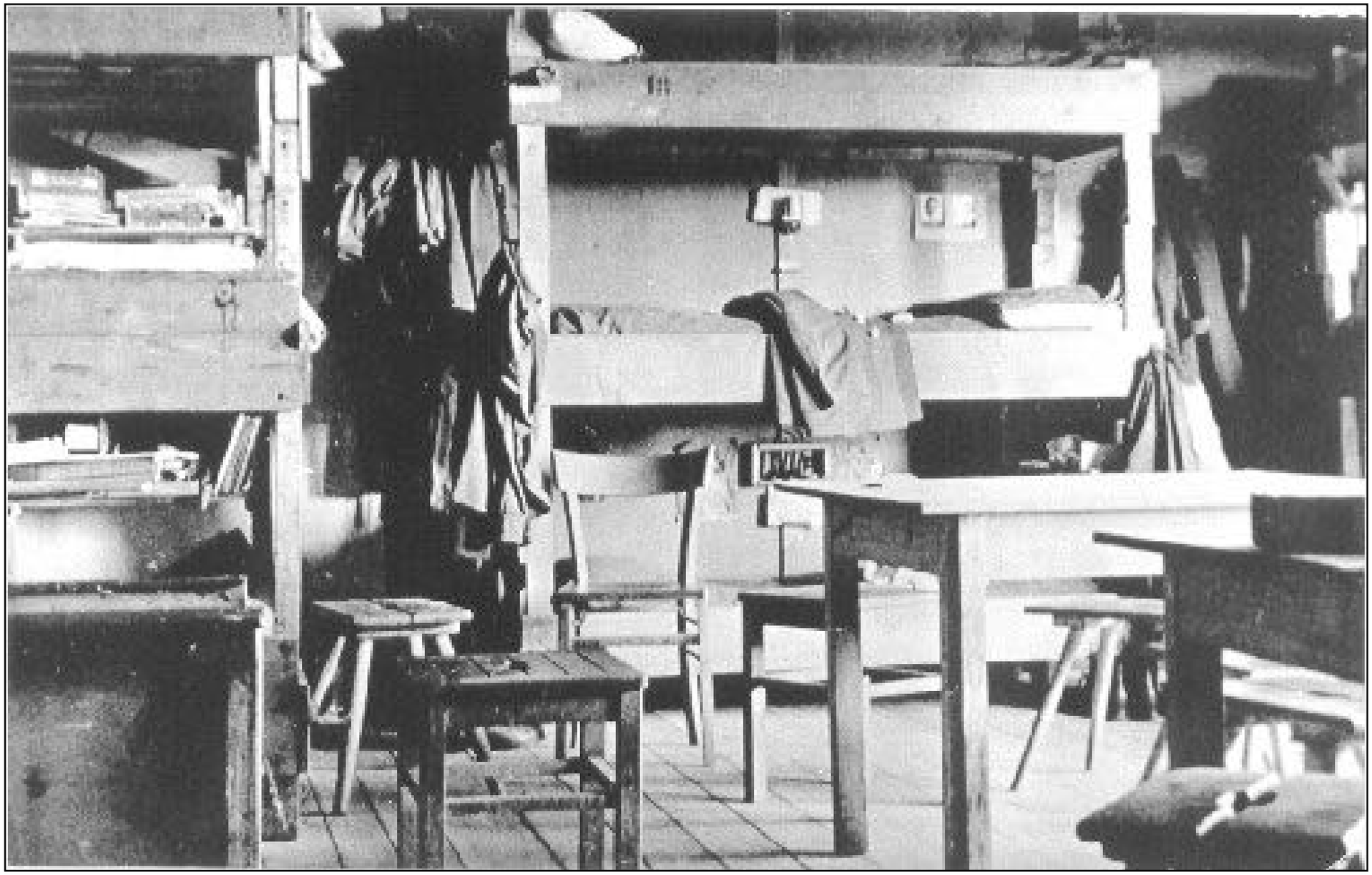
Prisoners of war watching a boxing match at Stalag Luft III PW camp, scene of the 'Great Escape' in 1944



Three British prisoners of war chat to a German officer in the
Red Cross parcel store at Stalag Luft III, Sagan, Germany.
Piles of Red Cross parcels can be seen piled up behind them.



Swimming at Stalag Luft III



Room 3, Block 133 in South Compound.
A typical room setup with four triple-deck bunks.



Appell, or roll call. Keeping track of 10,000 prisoners twice a day -- more often after an escape -- was a daunting task for the Germans. They constantly struggled to match their count with the roster. Being counted twice, or not at all, was a skill some Kriegies developed to an art to confound, confuse, or just annoy the counters.



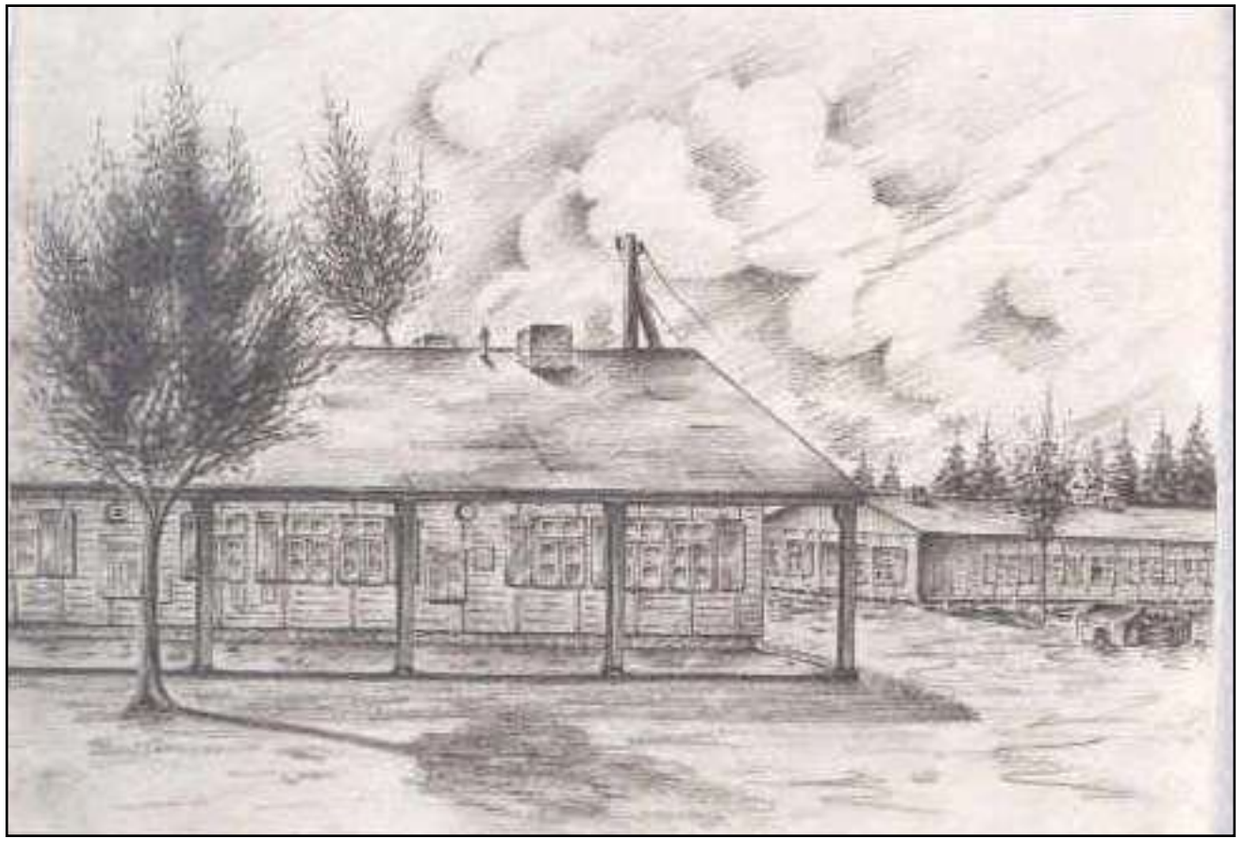
Kriegies take exercise walking the circuit, a path beaten around the perimeter of the compound, just inside the warning rail placed ten yards inside the barbed-wire fence.



Kriegies playing hockey near camp buildings.

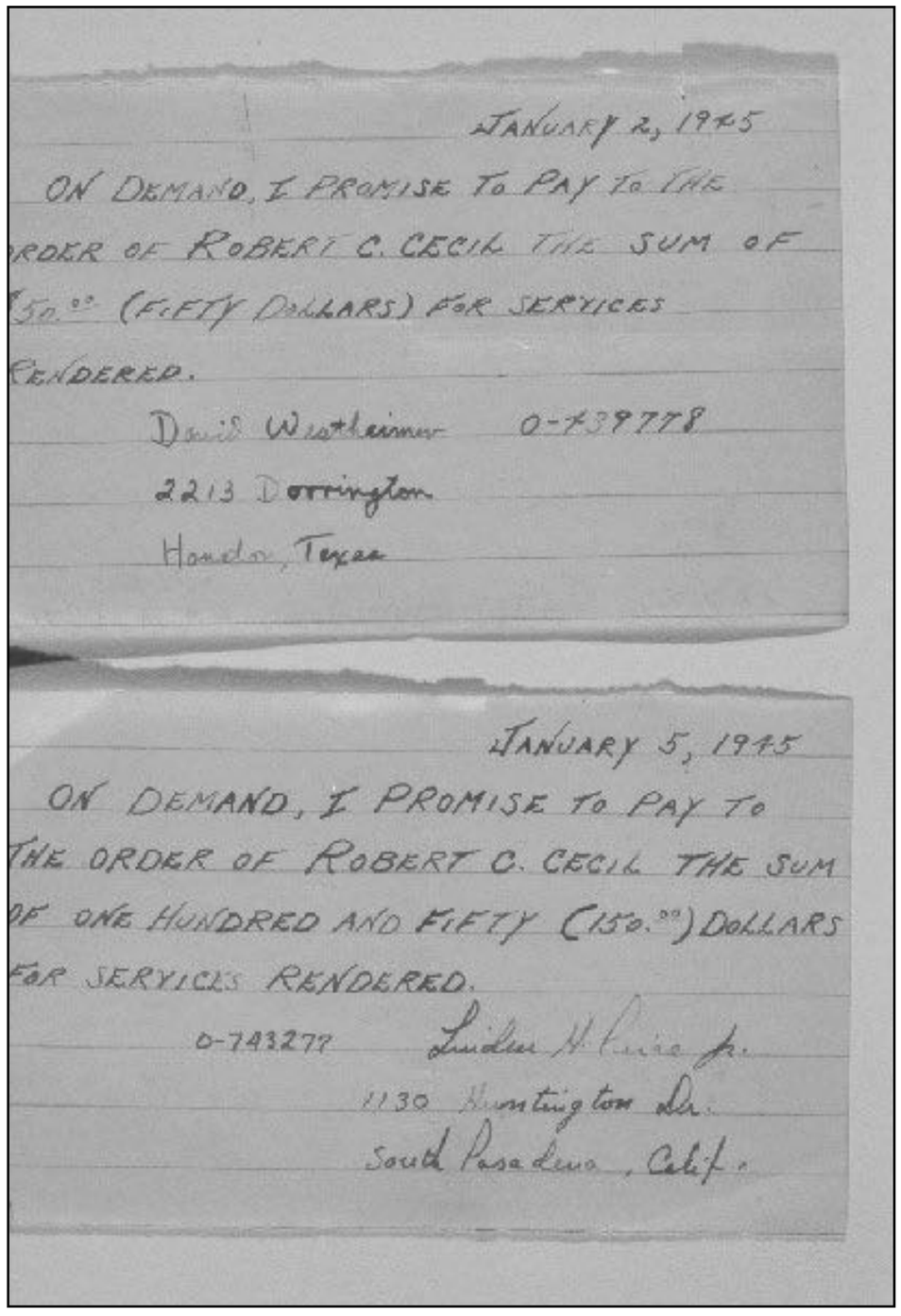


Stalag Luft III Artwork





"Clipped Wings" made in camp by Kriegie Jack Jernigan.



JANUARY 2, 1945

ON DEMAND, I PROMISE TO PAY TO THE ORDER OF ROBERT C. CECIL THE SUM OF (50.00) (FIFTY DOLLARS) FOR SERVICES RENDERED.

David Westheimer 0-739778

2213 Dorrington

Hondo, Texas

JANUARY 5, 1945

ON DEMAND, I PROMISE TO PAY TO THE ORDER OF ROBERT C. CECIL THE SUM OF ONE HUNDRED AND FIFTY (150.00) DOLLARS FOR SERVICES RENDERED.

0-743277 Linden H. Price Jr.

1130 Huntington Dr.

South Pasadena, Calif.

Typical IOUs--seldom collected after the war!

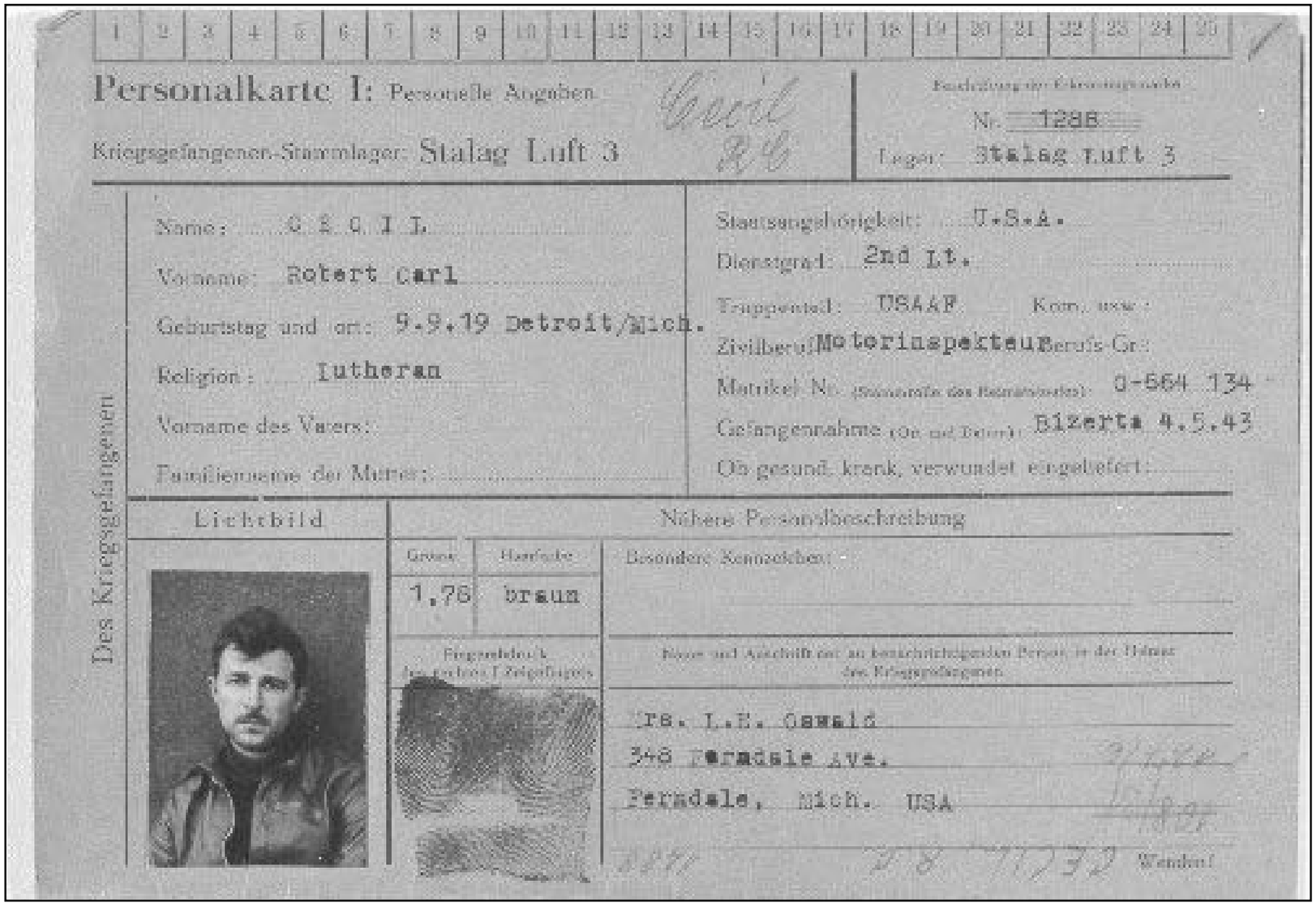


Funeral of Corporal C.C. Miles of South Camp. Photo was taken by a guard. The flag on the casket is the same one displayed in this exhibit. It was made by the Germans for funeral use. According full military honors to deceased Allied airmen was terminated on Hitler's orders about October 1944.

The minister conducting the service is South Camp's beloved Padre Murdo Ewen MacDonald, a Scottish army chaplain who volunteered to minister to the Kriegies in South Camp. Men competed for a seat in church on Sunday.



The burial of a prisoner of war has traditionally warranted full military honors. Burial services were performed by PW chaplains with a representative group of prisoners and German officers and men for the rifle salute. The casket and the deceased's national flag were supplied by the Germans. At Stalag Luft III, a small cemetery served all 6 compounds. By January 1945, it contained about a dozen plots plus an impressive stone memorial to the 50 British officers who were shot after the Great Escape in March 1944. Other than these 50, only about five others were shot by the Germans at Stalag Luft III. The cemetery is still there and is maintained nicely by the Polish people. The Russians who were incarcerated in a nearby camp and who died in large numbers from neglect were buried without ceremony in mass graves in the woods south of the camp. After Heinrich Himmler took over the PW responsibility, and on orders from Hitler, prisoners ceased to be accorded full military honors.



Personalkarte I: Personelle Angaben

Kriegsgefangenen-Stammlager: Stalag Luft 3

Card 24

Erkennungsmarke Nr. 1288

Lager: Stalag Luft 3

Des Kriegsgefangenen

Name: O S W A L D

Vorname: Robert Carl

Geburtstag und -ort: 9.9.19 Detroit/Mich.

Religion: lutheran

Vorname des Vaters:

Familienname der Mutter:

Staatsangehörigkeit: U.S.A.

Dienstgrad: 2nd Lt.

Truppenteil: USAAF Kdo. usw.:

Zivilberuf: Motorinspekteur Berufs-Gr.:

Matrikel-Nr. (Stammrolle des Heimatwehrkr.): 0-664 134

Gefangennahme (Ort und Datum): Bizerta 4.5.43

Ob gesund, krank, verwundet eingeliefert:

Lichtbild

Nähere Personalbeschreibung

Größe	Haarfarbe
1,78	braun

Besondere Kennzeichen:

Fingerabdruck des rechten Zeigefingers

Name und Anschrift der zu benachrichtigenden Person in der Heimat des Kriegsgefangenen

Mrs. L.E. Oswald
348 Parkdale Ave.
Ferndale, Mich. USA

These German personal record and I.D. cards were carefully kept up-to-date. In addition to name, rank, serial number, home address, age, religion, and date and place of capture, they included camps in which the PW was confined, illnesses, escape attempts, and a complete physical description.

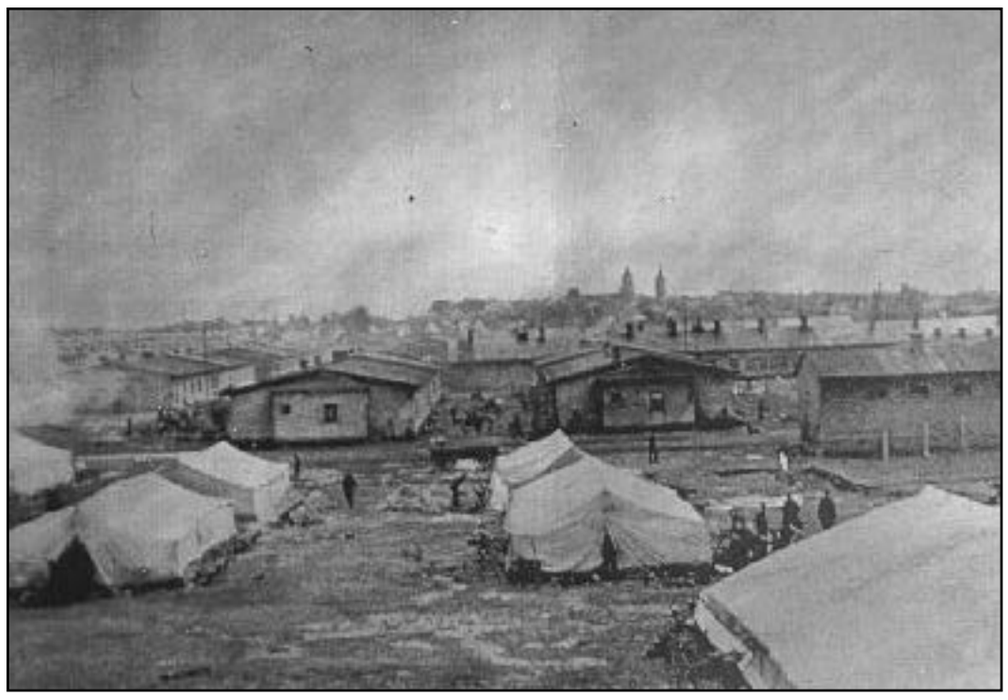
CHAPTER 9

STALAG VII-A



INTRODUCTION

Stalag VII-A was a disaster. It was a nest of small compounds separated by barbed wire fences enclosing old, dilapidated barracks crammed closely together. Reportedly, the camp had been built to hold 14,000 French prisoners. In the end, 130,000 PWs of all nationalities and ranks were confined in the area. In some compounds the barracks were empty shells with dirt floors. In others, barracks consisted of two wooden buildings abutting a masonry washroom with a few cold-water faucets. Wooden bunks were joined together into blocks of 12, a method of cramming 500 men into a building originally intended for an uncomfortable 200. All buildings were hopelessly infested with vermin. As spring came to Bavaria, some of the more enterprising Kriegies moved out of the barracks into tents that had been erected to accommodate the stream of newcomers still coming in from other evacuated Stalags. Some men chose to sleep on the ground, setting up quarters in air raid slit trenches. The camp resembled a giant hobo village.



LIBERATION

On the morning of April 29, 1945, elements of the 14th Armored Division of Patton's 3rd Army attacked the SS troops guarding Stalag VII-A. Prisoners scrambled for safety. Some hugged the ground or crawled into open concrete incinerators. Bullets flew seemingly haphazardly.

Finally, the American task force broke through, and the first tank entered, taking the barbed wire fence with it. The prisoners went wild. They climbed on the tanks in such numbers as to almost smother them. Pandemonium reigned. They were free!

Two days later, General Patton arrived in his jeep, garbed in his usual uniform with four stars on everything including his ivory handled pistols. He was a sight to behold. The prisoners cheered and cheered.



The Longest Mission was finally over!

Sources:

http://www.usafa.edu/df/dflib/SL3/moosburg/moosburg.cfm?catname=Dean%20of%20Faculty

http://www.comstation.com/afhi/museum/stalag/liberation.html

Accessed 19 April 2014

Stalag VII-A

Moosburg, Bavaria

(Enlisted Men & Air Force Officer Evacuees)

Location: In Bavaria, 1 km north of Moosburg, 35 km northeast of Munich, in a flat area surrounded by hills.

Opened: In September 1939

PW Strength: Was the camp for USAAF NCOs until 13 October 1943, when all 1,900 were transferred to Stalag 17B. As Germany collapsed in the spring of 1945, it became the final gathering place for 7,948 officers and 6,944 enlisted men moved in from other PW camps.

Camp Description: Camp was a square divided into three main compounds which were subdivided into small stockades. Seven guard towers and a double barbed wire fence formed the camp's perimeter.

- Nordlager Compound - Held newly arrived PWs for two days while they were searched, medically examined and deloused.
- Suedlager Compound - Held only Russians
- Hauptlager Compound - Held PWs of other nationalities - French, Polish, Jugoslav (Serbs), British and some Americans.

Barracks were rectangular wood building divided into A & B sections by a central room used for washing and eating. PWs slept on triple-deck wooden bunks with gunny sack mattresses filed with excelsior. Gradually the number of men per barracks increased from 180 to 400. Men slept on tables, floors and on the ground. The barracks had no heat and were damp, cold and unhealthful.

Man of Confidence (MOC): S/Sgt Kenneth J. Kurtenbach, 360thBS/303rd BG(H) Tail Gunner, shot down on 12 December 1942 on 303rd BG(H) mission #6 to Rouen, France, became the MOC (Enlisted Man Camp Leader) at Stalag 7A and later at Stalag 17B. He performed invaluable counseling to newly arrived PWs, helped in escape plans and forwarded serious complaints to the German Commanders. He was awarded the Legion of Merit Medal after his liberation.

Transfers from Stalag 7A to Stalag 17B: 13 October 1943, 1,900 American NCOs were moved to Stalag 17B

Influx into Stalag 17B from Stalag 3: On 2 February 1945, 2,000 Officers from Stalag 3 (South Compound) reached Stalag 7A. On 7 February 1945, 2,000 Officers from Stalag 3 (Center Compound) reached Stalag 7A. They were placed in the Nordlager Compound and then moved to the main camps. While in the Nordlager Compound no facilities were provided for washing, sanitation, cooking and only straw spread over the barrack floors served as bedding. In the main camp, over 300 men were housed in barracks normally holding fewer than 200. In early April 1945 PWs from other camps throughout Germany evacuated to the vicinity of Stalag 7A. This new influx brought about a period of unbelievable overcrowding and confusion. Members of the former Stalag 3 South Compound were moved into the enclosure occupied by men from the Stalag 3 Center Compound. 4,000 men then lived in an area that had been unable to support 2,000. Large tents were erected in whatever space was available and straw was provided for bedding.

Liberation: On 19 April 1945 selected men from Stalag 7A drove in an American Red Cross car to the American lines asking that an area of a few kilometers around the Moosburg area be declared a neutral zone. The proposal was rejected by the American Commanding General and a 2 1/2 hour war for Moosburg started. Several shells hit one of the camp barracks injuring 12 guards and killing one. On 29 April 1945 Combat Team A of the 14th Armored Division appeared at the camp entrance. The unresisting guards were disarmed and the camp was liberated. The American flag went up at Moosburg at 12:15 PM. At 1:45 PM jeeps and tanks rolled into the camp and received a deafening ovation.

Source:

http://www.303rdbga.com/pow-camps.html#stalag7a

Accessed 22 April 2014

AMERICAN PRISONER OF WAR IN GERMANY

Prepared by MILITARY INTELLIGENCE SERVICE WAR DEPARTMENT

l November 1945

STALAG 7A

(Ground Force Enlisted Men & Air Force Officer Evacuees)

LOCATION

Stalag 7A was in Bavaria 35 kilometers northeast of Munich and one kilometer north of Moosburg (48° 27′ North Latitude, 11° 57′ East longitude).

STRENGTH

This Installation served several purposes: It was the camp for NCO's of the U.S. Air Force until 13 October 1943, when all 1,900 were transferred to Stalag 17B. It was the transit camp from which officers and men of the ground forces captured in Africa and Italy were routed to permanent camps. It was headquarters for working parties of ground forces privates who numbered 270 in September of 1943, dropped to nil the following month and rose to 1100 in July 1944. As Germany collapsed in the spring of

1945, it became the final gathering place for no fewer than 7948 officers and 6944 enlisted men moved from other PW camps.

DESCRIPTION

Situated in a flat area surrounded by hills, the camp was roughly a square divided into 3 main compounds which in turn were subdivided into small stockades. The NORD-LAGER held newly arrived PW 2 days while they were searched, medically examined and deloused. The SUEDLAGER hold only Russians. The HAUPTLAGER housed PW of other nationalities - French, Polish, Jugoslav (Serb), British and American. Although nationalities were segregated by compounds, intercommunication existed. No effort was made to keep transient American PW from tue permanent inmates. Severn guard towers and the usual double barbed wire fence formed the camps perimeter.

Barracks were rectangular wooden buildings divided into 2 sections, A and B, by a central room used for washlng and eating. In it were a water faucet, and water pump and some tables. The barracks chief and assistant had a small corner room to themselves. PW slept on triple-deck wooden bunks and gunny-sack mattresses filled with excelsior. Gradually the number of men per barracks increased from 180 to 400. Men slept on tables, floors and the ground.

U.S. PERSONNEL

Because of the camp's shifting population, leaders were changed frequently. Among them were:

MOC Cpt. Charles Daramus	Feb. 1943
MOC S/Sgt. Earl Benson	March 1943
MOC S/Sgt. Clyde M. Bennett	March 1943
MOC S/Sgt. Kenneth J. Kurtenbach	July-Oct. 1943
MOC M/Sgt. John M. McMahan	June-Sept. 1943
MOC S/Sgt. James P. Caparel	Oct. 1943 - Feb. 1944
MOC T/Sgt. Philip M. Beeman	Feb. 1944 - April 1945
SAO Col. A.Y. Smith (AAF)	Feb. - March 1945
SAO Col. Paul R. Goode	April 1945
Chaplain 1st Lt. Eugene L. Daniel	Feb. 1944 - April 1945

Maj. Fred H. Beaumont, Medical Corps Capt. Gordan Keppel, Medical Corps

Capt. Louis Salerno, Medical Corps 1st Lt. James Godfrey, Medical Corps

Capt. Garrold H. Nungester, Medical Corps

GERMAN PERSONNEL

The guard was drawn from the Fourth Company of the 512th Landeschuetzen Battalion. Four officers and 200 men were employed on general duties. Ten sonderfuehrers with the rank of officers acted as Interpreters. Twenty civilian men and 20 civilian women were employed as clerks in the camp. This complement was increased in April 1945 with the arrival of the entire camp staff and guard personnel of Stalag Luft 3, Nürnberg. Control of the camp, however, remained in the hands of the regular Stalag 7A staff:

Commandant	- Oberst Burger
Asst. Commandant	- Oberstleutnant Wehler
Security Officer	- Hauptman Baumler

Doctor - Oberfeldarzt Dr. Zeitzier

Lager officer - Hauptmann Malheuirn

Parcel officer - Sonderfuehrer Kluge

It has been reported by some PW that Burger, Malheuim and Kluge, a fanatic of the worst sort, were shot 3 days after the camp's liberation.

TREATMENT

German treatment was barely correct. In addition to harsh living conditions caused by extreme overcrowding, instances of mistreatment occasionally cropped up. Thus, at one time the Germans tried to segregate all Jews among U.S. PW calling them in from work detachments and allotting them a separate barrack. The MOC lodged a protest with the Protecting Power immediately. When questioned, camp authorities stated that the action was taken for the Jews' own protection against possible civilian acts of violence. Eventually, the attempt at segregation failed and Jews were not distinguished from other American PW.

At the Munich kommando, guards jabbed PW with bayonets and hit them with rifle butts. In the base camp an NCO reported being kicked, then being mistaken for a Frenchman and choked during an argument and later handcuffed after an escape attempt. Once an American, using a hole in the fence instead of the open gate to go from one compound to another, was shot at but not hit. In April of 1943, a Russian was shot on the compound wire and left hanging there wounded. An Englishman went to left him off the wire and was shot but recovered. The Russian died.

In July of 1943, 500 Americans without overcoats were forced to stand in formation for 5 hours in a heavy rain. The reasons, said the Germans, was that the Americans had not been falling out at exactly 0800. During the first 2 weeks of August, the camp discipline officer had the PW fall out for roll call at 2100, 2400, and 0300. They were punished thus because many Americans had been escaping. PW showed no annoyance and displayed such good morale that the Germans discontinued the practice, especially since both sides knew that the PW could sleep all day but the guards could not.

Sonderfuehrer Kluge once marched 1100 PW for a whole day without food through Nürnberg so they could see the devastation wrought by Allied bombing.

In September of 1943, when PW ventured out of the barracks to watch the bombing of Munich, Germans came into the compound with dogs, one of which jumped into a window and was stabbed by a retreating American. During the Regensburg raid when PW were again outside their barracks contrary to Orders, a German night fighter flying over the camp reported that someone in the American compound was signaling with a mirror. After that PW were notified that anyone outside the barracks during an air raid would be shot. One night a JU 88 with lights on made 2 runs over the camp and dropped cement blocks. Germans then started propagandizing to the effect that the Allies were bombing their own PW camps.

FOOD

Here too PW depended on Red Cross food for sustenance and nourishment. Until Sept. 1944, each PW drew his full parcel per week, and a 2 months' reserve was kept on hand in camp. Then the ration was cut to half a parcel per man per week and the reserve not al-lowed to exceed one month's supply. With the influx of PW in the beginning of 1945, Stocks fell to an all time low. PW feared a complete collapse in the delivery of Red Cross food. Fortunately, this fear never materialized.

In July of 1943, the MOC porsuaded the Germans to issue each man a spoon and crockery plate. Cooking utensils were improvised from whatever materials could be found. Fifteen or 20 men formed mess groups, pooled their Red Cross rations and took turns in preparing them. They cookcd over the small barrack's stove. Each barrack had 2 men on the chow detail, and the space around each stove was therefore quite crowded. At 0630 the detail brought hot water from the compound kitchen. Breakfast usually consisted of coffee and a few biscuits only. At 1130 they brought the German dinner ration - usually potatoes boiled in their jackets - from the kitchen. Sometimes spinach-type greens or barley soup were added. Five men divided one loaf of German issue bread. For supper at 1700, PW drew more potatoes. On Sundays they received greens with morsels of meat. Twice a week they had a small piece of margarine. At first, French cooks prepared the food in the compound kitchen, but since Americans thought some of the victuals disappeared in the process, they later installed their own cooks.

HEALTH

Health was good. Several American doctors, captured early in the African and Italien campaigns accompanied PW to Stalag 7A and were able to remain with them until their transfer to permanent camps. The camp also had some British doctors and some French. Men reported to the dispensary and if deemed ill enough for hospitalization were kept in the compound infirmary which could accommodate 120 patients in 10 rooms. More serious cases went to the German camp lazaret outside the compound. This installation consisted of 8 barrack-type buildings, 2 of which were equipped for surgical operations.

Allied doctors complained of a serious shortage of medical supplies. At first they used German drugs and such equipment as they could get. Later the Red Cross sent supplies which alleviated the shortage but did not satisfy the doctors' demands.

Despite delousings, lice and fleas troubled PW a great deal. Americans, however, unlike the Russians never contracted typhus. For a time they suffered from skin diseases brought about by uncleanliness; washing facilities were completely unsatisfactory and a man was extremely lucky to take a shower every 15 days.

Latrines were always a source of contention between PW and camp authorities. Complaint was constantly made that the pits were emptied only when they threatened to overflow and that there was no chloride or lime to neutralize the odor which permeated the surrounding area.

Emergency dental treatment could be obtained in the German lazaret.

CLOTHING

Since the Germans issued practically no clothing and the flow of needy transients through camp was heavy, the clothing shortage was always acute. From February of 1943 on, the reports of the Protecting Power repeatedly carried such paragraphs as the following: The general condition of clothing is very bad. The American Red Cross should send out clothing in sufficient quantities as the cold season is approaching. Great coats and whole uniforms are badly wanted. The supply of uniforms issued by the Detaining Power is mainly old French or British uniforms in a state of mending which leaves no hope for long wear.

Clothing from the Red Cross did arrive, but not in sufficient quantity to provide for equipping newly captured PW who were wearing only the clothes in which they were captured and sometimes not even those. It was observed by a Man of Confidence that 4 warehouses in camp contained many new English overcoats and battle-dress outfits as well as many articles of American clothing taken from PW as they entered the camp or left it. These included aviators' leather jackets, American coveralls, combat jackets, pants, shoes, hats, and shirts. It was believed by the Man of Confidence that the clothing in storage was more than enough to alleviate the suffering of both American and British PW, yet all pleas and efforts to have the Germans ameliorate the Situation were to no avail.

WORK

The original group of air force PW - comprised almost exclusively of NCO's - was not ordered to work, nevertheless, before going to Stalag 17B many volunteered for kommando duty merely to get on the other side of the compounds barbed wire and have more liberty. On the other hand, Germans insisted that ground force privates be assigned to labor detials. Camp authorities tried to have PW volunteer for duties - a

practice which the MOC advised against except in the case of farm work, which was less unpleasant than other kommando duty.

Attached to the camp were as many as 83 work detachments ranging in size from 4 men (usually sent out to farms) to 900 men. The 3 main kommandos were situated in Munich, Augsburg and Landshutt. After the heavy bombing of Munich on Oct. l, 1944, a work detachment of some 1400 PW was formed. This party consisted of 60% Americans and 40% British. It left the Stalag at 0500 and returned at 2000. PW traveled in cattle cars from Moosburg Station, standing up all the way to Munich and back. The time spent in the train going to and returning from work was 3½ hours. During their 8 working hours a day, PW cleared debris, filled bomb craters and dismantled damaged rails. Men received 2 meals at Munich and their regular ration at the camp. In the event of air attacks, adequate shelter was provided. There was instances of Germans pricking with bayonets and hitting them with rifle butts to make them work faster and harder.

A model farm kommando was described as follows: Twenty PW live in a farmhouse of 5 rooms, including a room with a stove for the cooking of Red Cross food. They sleep in 3 of the rooms in double-tier beds with straw mattresses and eider-downs.

Bathing and toilet facilities are primitive but similar to those used by their employer. The men sometimes eat with the farmer for whom they work and their diet, supplemented with Red Cross food, is good. Medical supplies for minor injuries are on hand and a civilian doctor takes sick parade twice a week. PW each possess 2 work uniforms, a dress uniform and 2 pairs of shoes. Fourteen of the men are free on Sundays; the others do the essential farmwork, namely feeding cattle and cleaning stables. Razor blades, beer and matches are available. PW have neither time nor facilities for sports. The mail Situation is satisfactory except for the pilfering of parcels en route from the stalag to the detachment. On only 3 occasions was the Man of Confidence permitted to visit kommando camps for inspection. Although he turned in complaints, no improvement in conditions resulted.

PAY

In March of 1943, it was reported that the matter of paying officers had not yet been settled between PW and camp authorities. In the same month, an American enlisted man on kommando was paid the equivalent of $13.00 a month. Another worker revealed that the wage rate of .70 Reichmarks a day. In July this was increased to .90 Reichmarks a day.

In April 1944, an advance of 50 Reichmarks was made to officer PW of the Allies, but in April 1945, the Senior British officer stated that officers were not being paid and that they had not received any pay Statements for 7 months. Similarly, the 1400 man kommando working daily in the debris of Munich was not paid because the labor performed by them was considered by the Germans to be "emergency" labor to which anyone resident in the Reich was subject without pay.

In October 1944 it was announced that PW pay, which up to that time had been in camp money or "lagergeld" would henceforth be in Reichsmarks.

MAIL

During their stay at camp, transient PW were allowed to send 1 postcard, usually their first, in which they informed next-of-kin of their German PW number and address. PW permanently at 7A drew 2 postcards and 2 letter forms per month. Incoming mail, censored at camp, was unlimited in quantity but sporadic in arrival, especially at kommandos, which received no incoming mail for months at a time. Both outgoing and incoming letters took 4 months in transit, as did personel parcels. The flow of such parcels was light.

On 10 November 1944, 4 French PW were employed to unload coal into a bunker of the German barracks situated in tho vicinity of the camp. They found that a large number of both official and private letters and cards were scattered in the coal. They picked up several loose letters as well as bunches tied together in small packages. Part of the latter included official letters addressed to the spokesmen of the different nationalities represented in the camp, coming from the Red Cross, the YMCA and other organizations. The next morning the French, Brltish and American spokesmen went to the Commandant's office to protest and demand explanations as well as the restitution of the mail after inspection of the bunker in question. The following day, the camp commandant made it known that he would take charge of the affair personally. After a hasty censorship, a considerable number of letters (2 sacks weighing 88 pounds apiece) were delivered to PW. These letters dated from the months of May, June and July 1944. It was impossible to say how long they had boen in the coal. The commandant stated that an error had been made and that punishment would be inflicted, but that no letter had been burned.

The assistant American MOC was under the impression that mail - including outgoing letters - definitely had been burned. This impression was strengthened after the incident when the German issued additional new letter forms.

MORALE

Initially morale was High. Air force NCO's repeatedly made breaks from camp, and before their transfer to Stalag 17B showed their hostility toward Lhe Germans by often refusing to salute, by failing to come to attention when a German officer entered the barracks and by their careless, slouching, hands-in-pocket walk.

After their sojourn in camps in Italy, ground force PW captured in 1942-43 were pleasantly surprised by the treatment accorded them in Stalag 7A which had been a model camp for several years.

In spite of a succession of able camp leaders, morale slumped when the camp grew so crowded that PW had neither decent living quarters, nor satisfactory sanitary facilities nor sufficient clothing. Early in 1944 the MOC reported that stealing among PW was common and that fights were inevitable. However, except for a period of 3 weeks in December 1944 the strongest morale factor - food - was available. In the spring of 1945,

although the camp was more crowded than ever, morale did not slump. Red Cross food kept coming through, and the arrival of officers with strong, experienced SAO's did much to prevent the spirit of PW from disintegrating.

A representative of the Protecting Power made a routine visit to the camp every 6 months. In addition he would make a special trip whenever summoned. MOC's were permitted to talk to him privately, but despite oral and written protests about both veneral and specific affairs of the camp, very little improvement was ever effected. The representatives repeatedly said that his hands were tied and there was nothing he could do about it. One MOC feit that the representatives were characterized by indifference, and inertia until the arrival of American officers in the camp. Subsequently, their attitude changed for the better.

PW were indebted to the Red Cross for almost all their food, clothing and medical supplies. While food parcels arrived regularly and in sufficient quantity most of the time, the camp suffered a constant clothing shortage since the Stocks shipped from Geneva were not enough to equip the many thousands of transient PW who passed through the camp every few months.

The first groups of PW arriving in camp reported the presence of recreational and athletic equipment which had come from the YMCA. Later, however, as the stalag evolved into a transit camp and work camp, need for such equipment was less evident and little was received.

RELIGION

In 1943-44, camp chaplain was 1st Lt. Eugene L. Daniel who won the admiration of both Americans and British. He had complete liberty to look after PW in the stalag, and once a month went to visit the 2 work detachments near Munich. He also received permission to visit the Wehrkreis PW hospital. In addition to Chaplain Daniel, Capt. Arkell of the Church of England held Services for Protestants.

Roman Catholics were permitted to attend weekly masses celebrated by French priests.

Jews were for a time segregated in separate barracks. Otherwise they were not discriminated against. Nor were they offered any religious Services.

Conditions on kommandos varied. A few were visited by PW chaplains or attended local Services, but most had no opportunity for religious observances.

RECREATION

Before their transfer to 17A, the air force NCO's main diversions were baseball and bridge. They also played a good deal of volleyball. For a time they had a basketball court, but tore down the backboards for fuel. They also played horseshoes. A camp baseball league had many games between the "POWs", "Wildcats", "Bomber Aces", "Luftgangsters", and so on. At first they were allowed to use the soccer field behind their compound, a privilege later denied them. PW lacked sufficient space for recreation, especially toward the end when the compound was so completely overcrowded that Italians were sleeping in tents on the baseball diamond.

The original study program included classes in Spanish, German, French, auto mechanics, economics, bookkeeping, accounting, and mathematics. The YMCA furnished the books for these courses.

A theater kept its 1943 participants interested and its audience amused. Plays were given in a room between 2 barracks, and because of the limited accommodations, a show could have quite an extended run. The program was well arranged to provide continued and varied entertainment. One of the plays was "Our Town." Another was one written by the director of the group and called, "Uncle Sam Wants You." The Ger-

man censor cut some of the jokes from this piece, but he did not understand most of them. The camp commandant attended one performance. There were also a minstrel show and some singing performances. When the camp became so crowded during the fall of 1943, a group of men used to go from barracks to barracks to sing each night. The band was short of Instruments.

In 1944 and 1945, conditions deteriorated. Ground force enlisted men indulged in little or no sports or creation either because there was to'o little equipment for the transients or because as regular members of kommandos they were too tired after the day's work to play.

INFLUX

On 2 Feb., 2000 officers of the South Compound, Stalag Luft 3, reached Stalag 7A, followed on 7 Feb. by 2000 more from the Center Compound. They were placed in the Nordlager from which small groups were taken to be searched, deloused and sent to the main camp. No facilities were provided for washing, sanitation, cooking and only straw spread over the floors of the barracks served as bedding. In somewhat less than a week, all personnel had moved to the main camp, where conditions were little better.

Over 300 men were housed in barracks normally holding fewer than 200 men. In order to provide bunks for this number in each building, the Germans arranged three-decker in groups of 4, thus accommodating 12 PW per unit. The barracks had no heat and as a result were damp, cold and unhealthful. The German administration was unprepared for the influx of new personnel and seemed completely disorganized. German rations were unbelievably poor; no inside sanitary facilities existed and there was no hot water. The 2000 PW of the Center Compound were quartered in 2 adjacent but separate stockades some distance from the enclosure holding their mates from the South Compound. At the rear of the barracks in each of the 2 stockades, a small open area - barely large enough to hold the various units for counting - was available for exercise. Aside from this, no facilities were provided for physical training or athletics. Nor was there any recreational material other than books in a traveling library provided by the YMCA.

In March the Germans provided boilers and fuel enough to allow each man to draw a pint of hot water twice daily. In order to improve the quantity and quality of German rations issued to Americans, Col. Archibald Y. Smith, SAO, made a continuous effort to place an American officer and several enlisted men in the German kitchen. This was

finally accomplished 24 March and henceforward rations improved steadily. The German administration also consented to allow groups of 50 men under guard to gather small quantities of firewood in the area adjacent to the camp. These improvements, although falling far short of the provisions of the Geneva Convention, helped a great deal to improve the mental and psysical state of all the PW. During all of this period Red Cross food, initially on a half-parcel basis, was increased to füll parcels and the health of the PW remained remarkably good. By this time, too, news of the Allied advances acted as a tonic on the men.

The first of April saw many PW from other camps throughout Germany evacuated to the vicinity of Stalag 7A to prevent their recapture by Allied forces pressing toward the center of the Reich. This influx brought about a state of unbelievable overcrowding and confusion. Members of the former South Compound were moved en masse into the enclosure occupied by the Center Compound. Thus 4000 PW lived in an area which had been unable to support 2000 satisfactorily. Large tents were erected in whatever space was available; straw was provided as bedding. It was not uncommon to see men sleeping on blankets in foxholes. Col. Paul R. Goode became SAO upon the arrival of officers from Oflag 64 in mid-April. Air officers from Nürnberg arrived on 19

April. During the last 10 days of April it was felt that all PW would be left in camps, following the agreement between the German Government and the Allies, and preparations were made accordingly. However, fearing that the Germans would move PW to the Salzburg redoubt and there hold them as hostages was never absent.

LIBERATION

On 27 April two (2) representatives of the Protecting Power arrived at Moosburg to attend and facilitate the transfer of the PW camp from German to American Authority. On the 28th it was learned from Oberst Burger, the Commandant, that order was to be assured by assigning PW officers to various PW groups. Moreover, Colonel Burger kept the entire German administrative staff in camp, as well as the complete guard staff. Colonel Burger had not yet received from the German military authorities a reply to his question concerning the avoidance of fighting in the vicinity of the camp. The commandant asked the two (2) Swiss to act as intermediaries between himself and the Men of Confidence.

After a Conference with the Men of Confidence, the two (2) Swiss were recalled to the commandant. It appeared that the unexpectedly rapid advance of the American forces in the region necessitated an immediate Conference between the camp authorities, rep-

resented by Oberst Braune, and the local German Army corps commandant in order to propose the exclusion of fighting from the Moosburg region. The proposal, made by Oberst Braune, and the Swiss representative, was accepted in view of Article 7 of the Geneva Convention. Appropriate instructions were given to the commander of the division in the sector in question, and the proposal was formulated for presentation to the advancing Americans. According to this proposal, an area of a few kilometers around Moosburg would have to be declared a neutral zone.

At dawn on the 19th, The Americans and British Men of Confidence, the Swiss representative and an officer from the SS fighting division in the region drove in a white Red Cross car to the American lines. They were stopped by two (2) tanks commanded by a colonel who drove them to the commanding general. After a long discussion with the German spokesman, the general declared the proposal unfavorable and unacceptable. The German returned to his divisional headquarters and the Swiss then drove to camp with the Men of Confidence.

At 1000 hours , immediately alter their arrival, the battle started. The ensuing fight lasted some 2½ hours, during which a shell hit one of the camp barracks injuring 12 of the guards and killing one. PW remained calm although tank shots, machine guns and

small arms fire could be heard. Half an hour after the fighting abated, Combat Team A of the 14th Armored Division appeared at the camp entrance. The guards, unresisting, were disarmed. PW burst out rejoicing but did not try to leave camp. The supervision of the camp automatically went to the Men of Confidence, and an official transfer did not take place.

By instruction of the American military commander, part of the German administrative personnel remained at their posts. The remainder, including the guards, were taken as PW. The Swiss reported that treatment of German camp authorities and guards by American troops was correct.

"SOURCE MATERIAL FOR THIS REPORT CONSISTED OF INTERROGATIONS OF FORMER PRISONERS OF WAR MADE BY CPM BRANCH, MILITARY INTELLIGENCE SERVICE, AND REPORTS OF THE PROTECTING POWER AND INTERNATIONAL RED CROSS RECEIVED BY THE STATE DEPARTMENT (Special War Problems Division)." Taken from the general introduction to camps.

CHAPTER 10

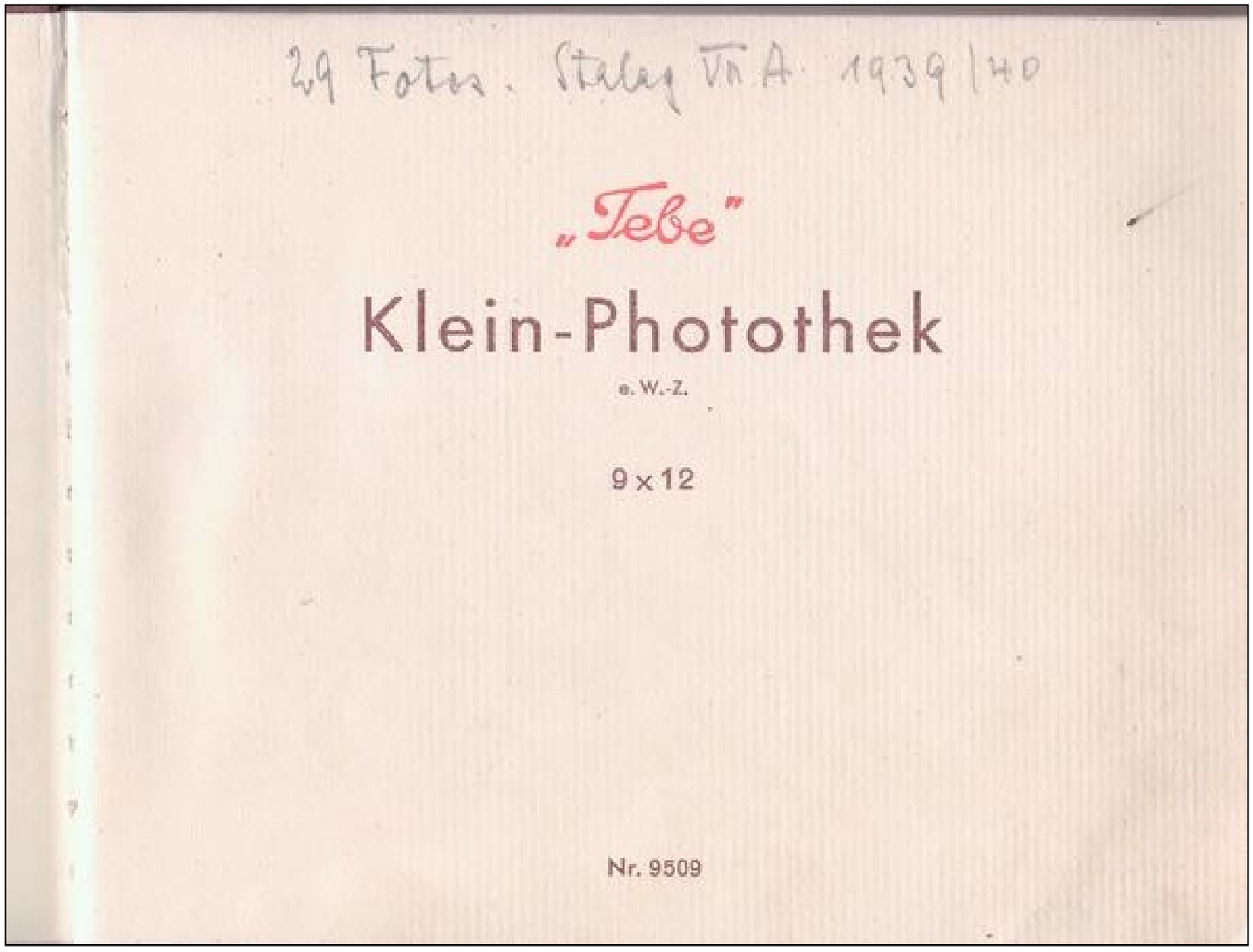
Photographs Of Stalag VII-A



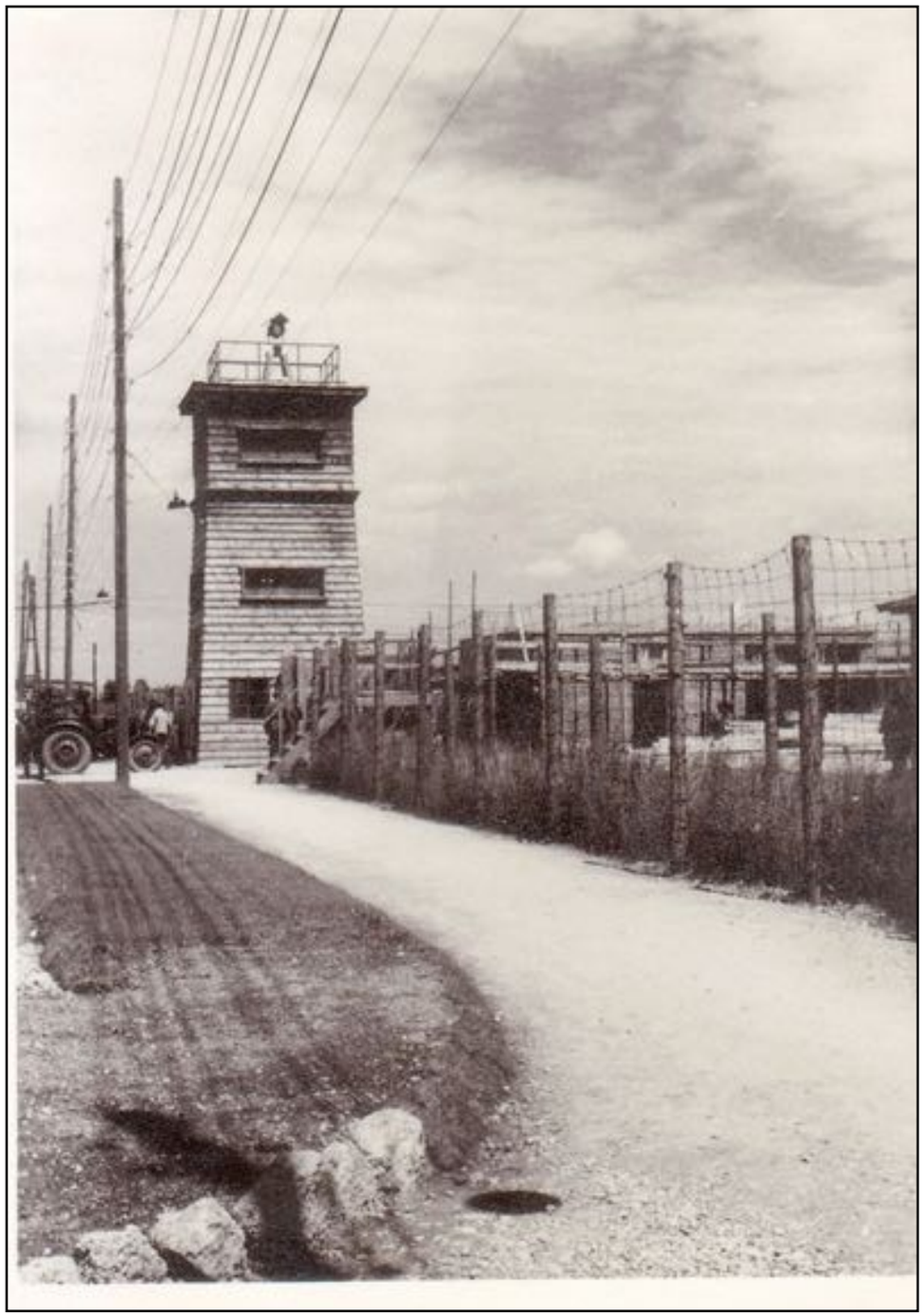
The entrance to Stalag VII-A



Francis J. Morrissey, fourth from right, kneeling in front of a corner of stacked Red Cross rations shortly after liberation on 29 April 1945.



Stalag VII-A: Album 1939/40



Main watchtower and entrance of the camp



Camp street (now Sudentenlandstraße). View from the main watchtower



Barracks. View from the main watchtower

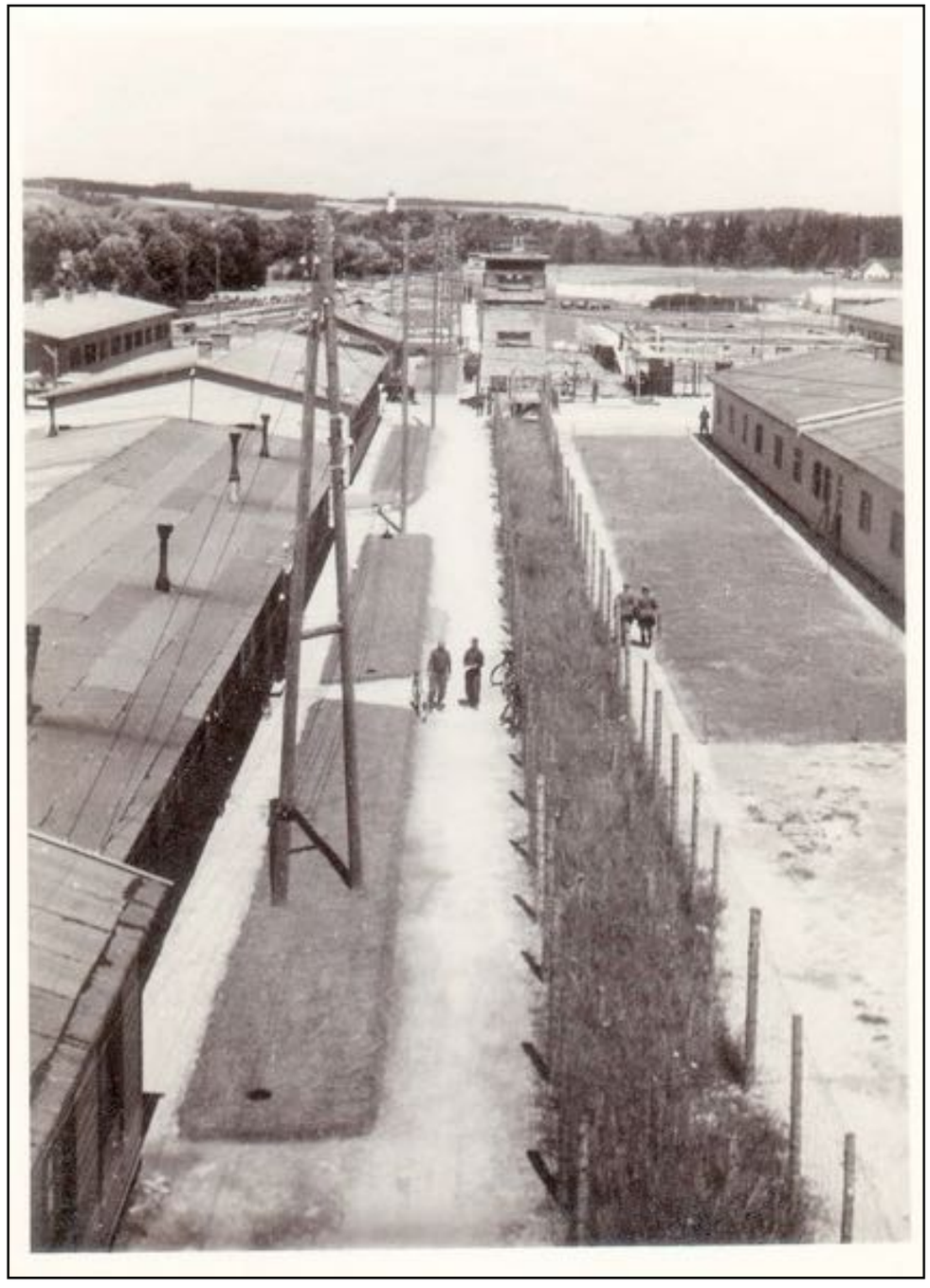


West fence and southwest watchtower, Moosburg in the background.

View from the main watchtower



Administration and main watchtower. View from the southwest watchtower



West fence and main watchtower. View from the southwest watchtower



Barracks. View from the southwest watchtower



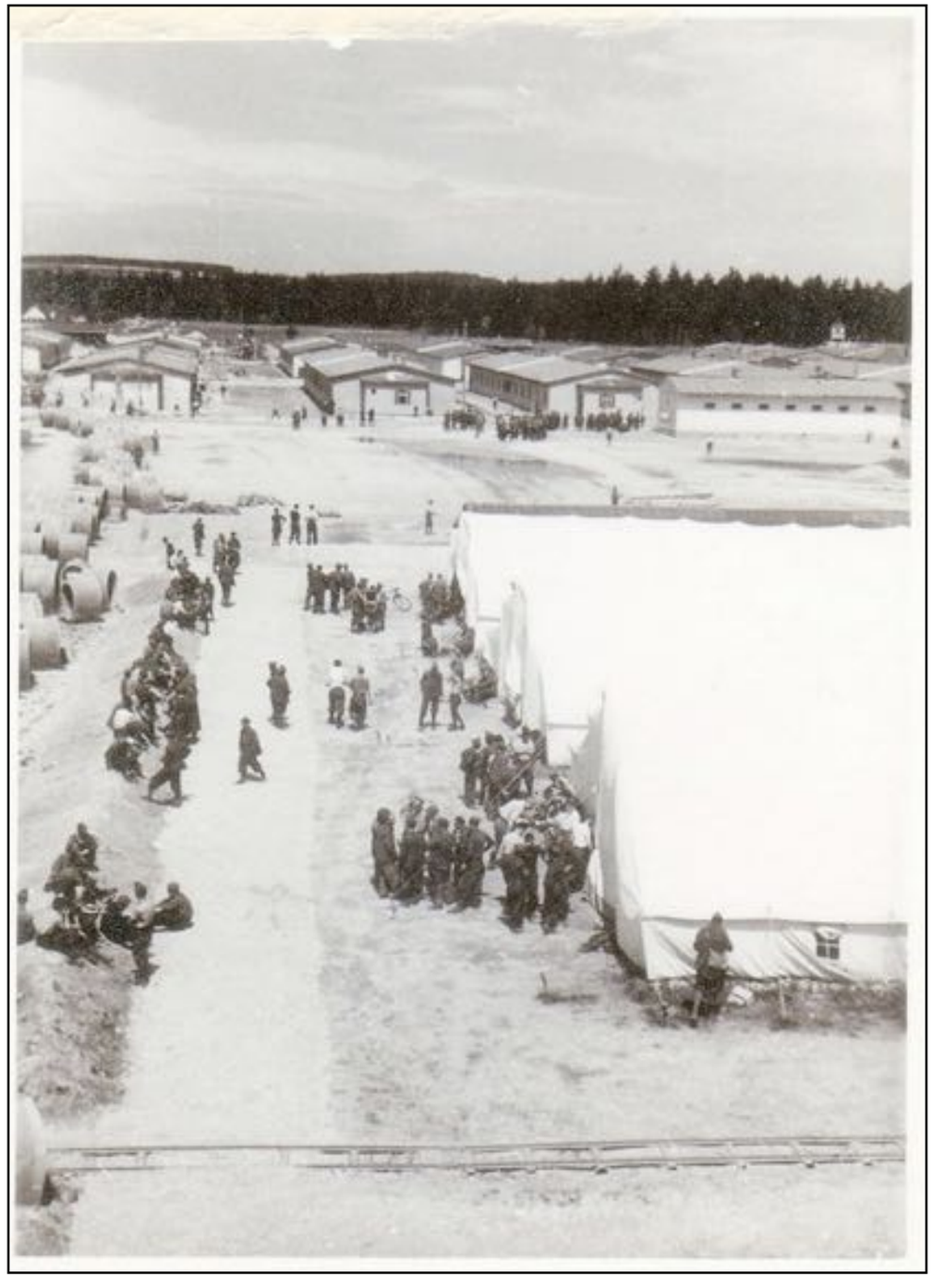
Delousing barrack. View from the southwest watchtower



Southwest fence. View from the south watchtower



Hospital and southwest watchtower. View from the south watchtower



Sewage tubes, PW tents. View from the south watchtower



PW tents. View from the south watchtower



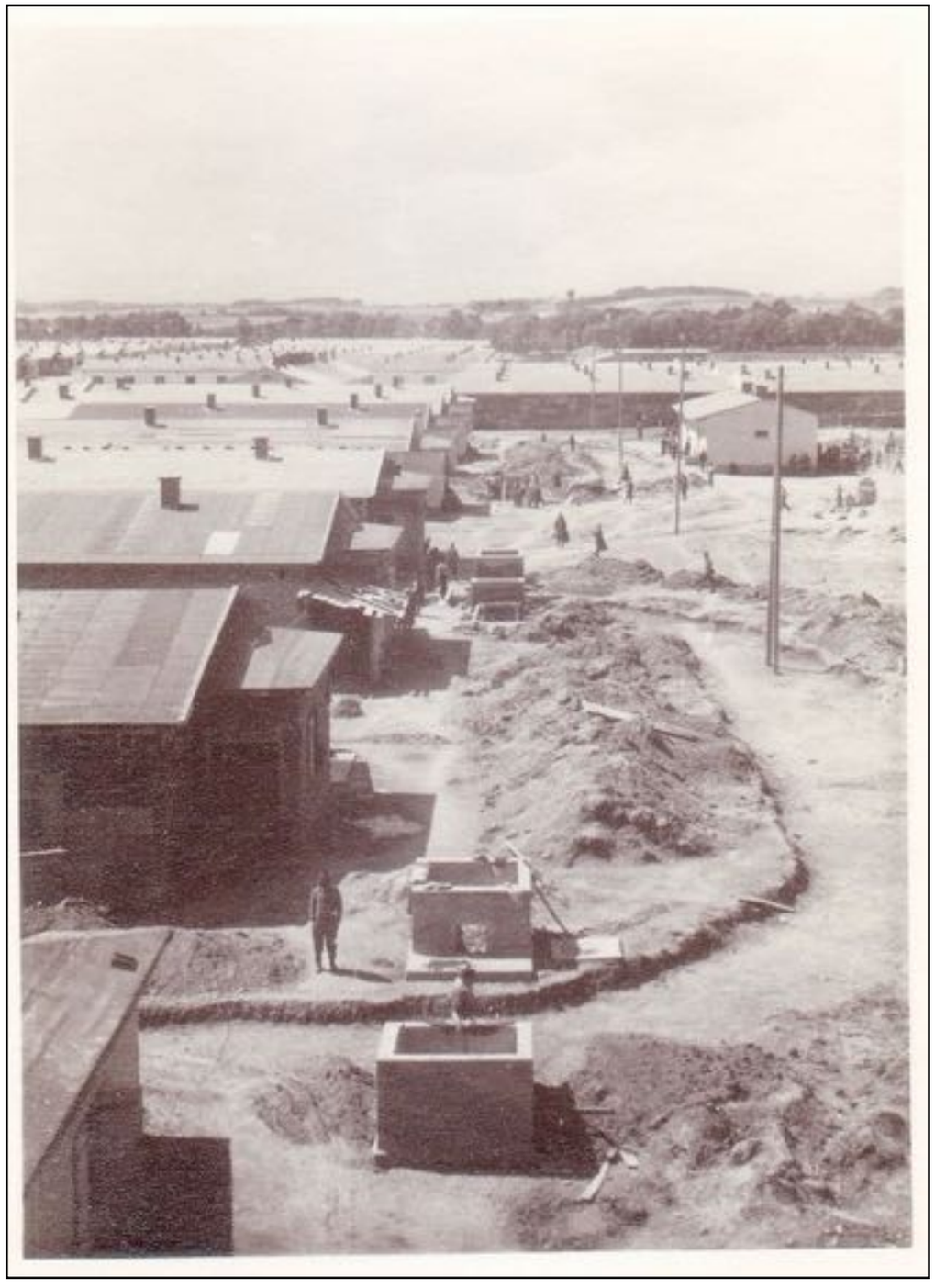
Tents and barracks. View from the southeast watchtower



Barracks. View from the southeast watchtower



East fence and east watchtower. View from the southeast watchtower



Barracks. View from the east watchtower



Northeast fence and northeast watchtower. View from the east watchtower



Burrow (storage?)



Camp Kitchen



Barracks



German officers, German civlian and PW representatives



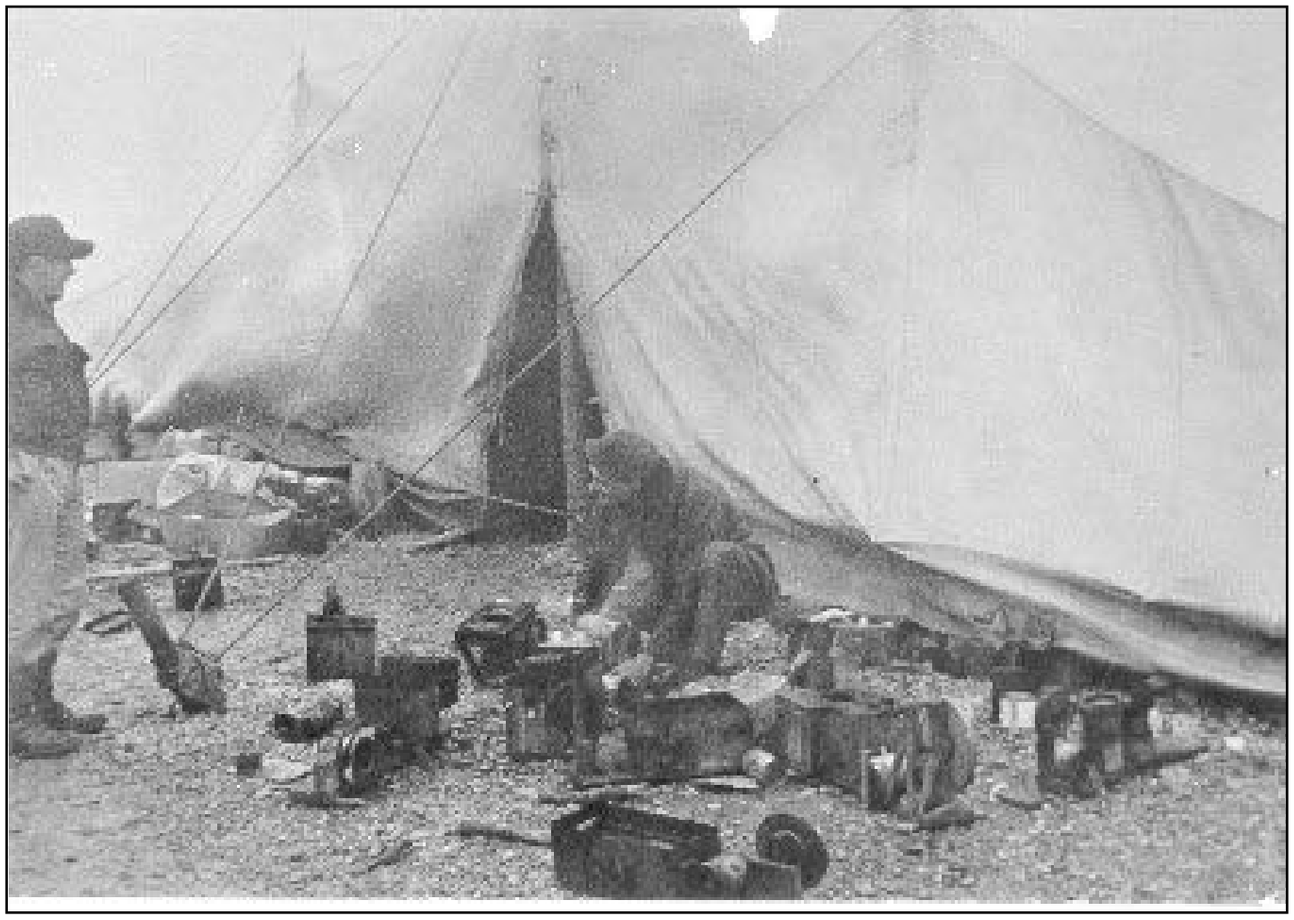
Post-War: pulled down barrack, new houses in the background



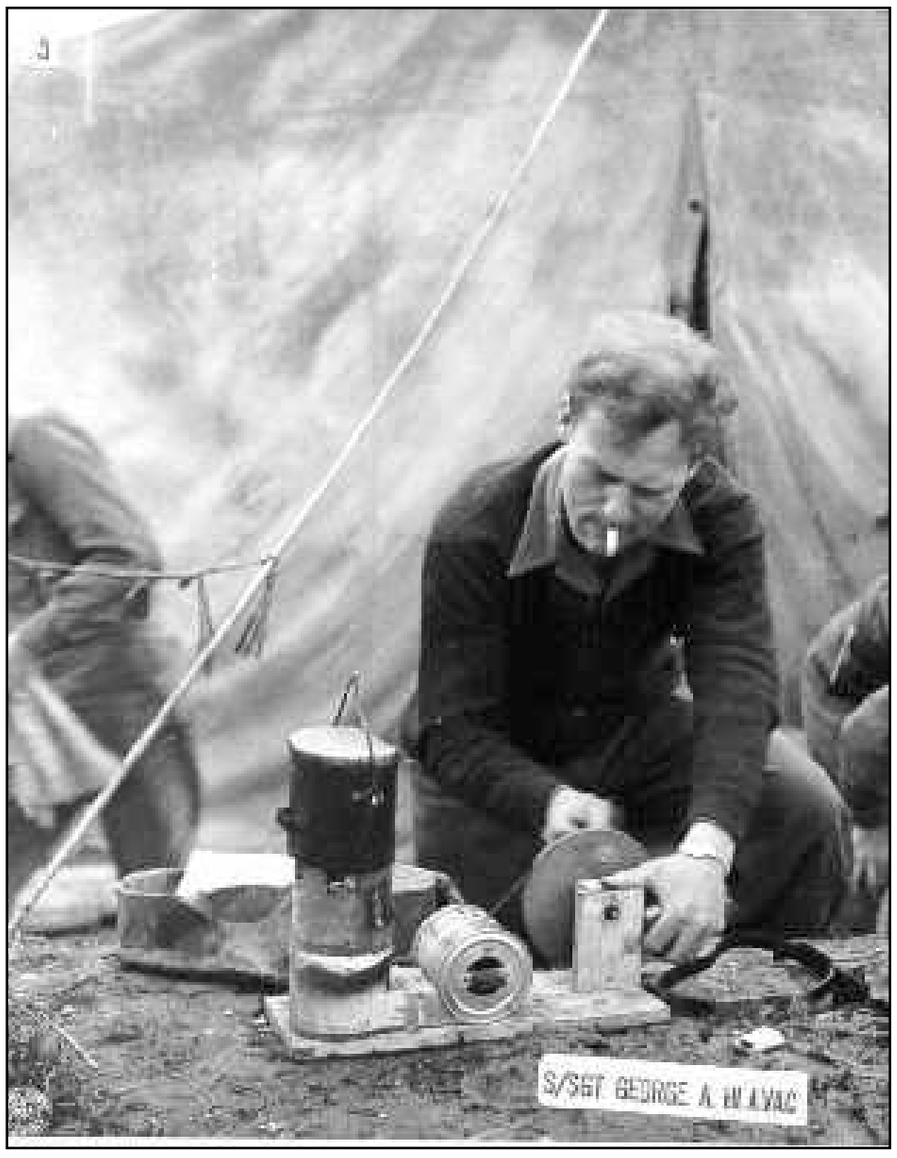
German ration card for one day's supply, 1943



A photograph taken covertly at Stalag VII-A at Moosburg in November of 1943, showing British PWs resting by the side of a hut.



Typical PW stoves. Hundreds of them appeared when the camp became so crowded that it was impossible for everyone to cook a hot meal on the single coal stove in each barracks. Because of the smoke the stoves had to be used outdoors regardless of the weather. Slowly the wood in the barracks partitions and floors was being consumed in these stoves. With one man managing the fire and one holding the pot and stirring, a hot meal could be produced.





These little stoves appeared at Moosburg because there were few proper cook stoves and little coal to operate them. With one man operating the blower and another feeding small bits of wood and paper into the fire, a pot could be brought to a simmer quickly. The smoke made it necessary to use them only outdoors.





The latrine system from start to finish. The "honeywagon" at Moosburg was quite modern; toward the end of the war, it was shot at several times by Allied fighters.

Next Page: an aerial view of Stalag VII-A

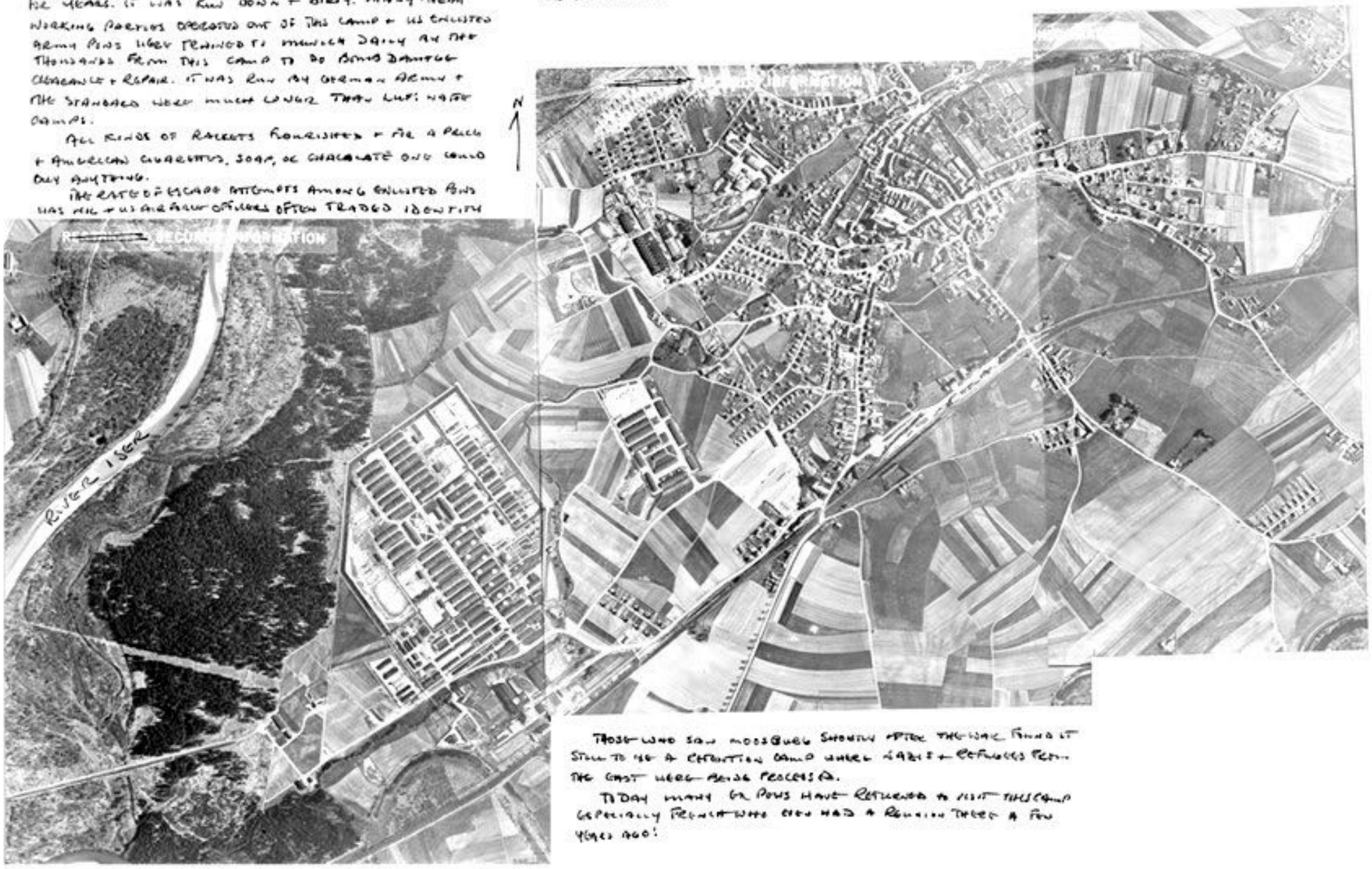
THIS POW CAMP HAD BEEN OCCUPIED BY FRENCH ARMY PWS + SOME OTHER NATIONALITIES FOR YEARS. IT WAS RUN DOWN + DIRTY. MANY FROM WORKING PARTIES OPERATED OUT OF THIS CAMP + US ENLISTED ARMY PWS WERE TRANSFERRED TO MUNICH DAILY AS THE THOUSANDS FROM THIS CAMP TO DO BOMB DAMAGE CLEARANCE + REPAIR. IT WAS RUN BY GERMAN ARMY + THE STANDARD WERE MUCH LOWER THAN LUFT WAFFE CAMPS.

ALL KINDS OF RACKETS FLOURISHED + THE 4 PACK + AMERICAN CIGARETTES, SOAP, OR CHOCOLATE ONE COULD BUY ANYTHING.

THE RATE OF ESCAPE ATTEMPTS AMONG ENLISTED PWS WAS HIGH + US AIR FORCE OFFICERS OFTEN TRADED IDENTITY WITH THEM + COULD EASILY ESCAPE FROM WORK IN MUNICH.

THE FILTH + COLD + THE WET COUPLED WITH RUN-DOWN CONDITION FROM THE MOVE FROM SAGAN PRODUCED CONSIDERABLE ILLNESS - ESPEC. PNEUMONIA.

STAMMLAGER IIB + PART OF TOWN OF MOOSBURG FROM US PHOTO RECCE PICTURES



THOSE WHO SAW MOOSBURG SHORTLY AFTER THE WAR FOUND IT STILL TO BE A DETENTION CAMP WHERE AGED + REFUGEES FROM THE EAST WERE BEING PROCESSED.

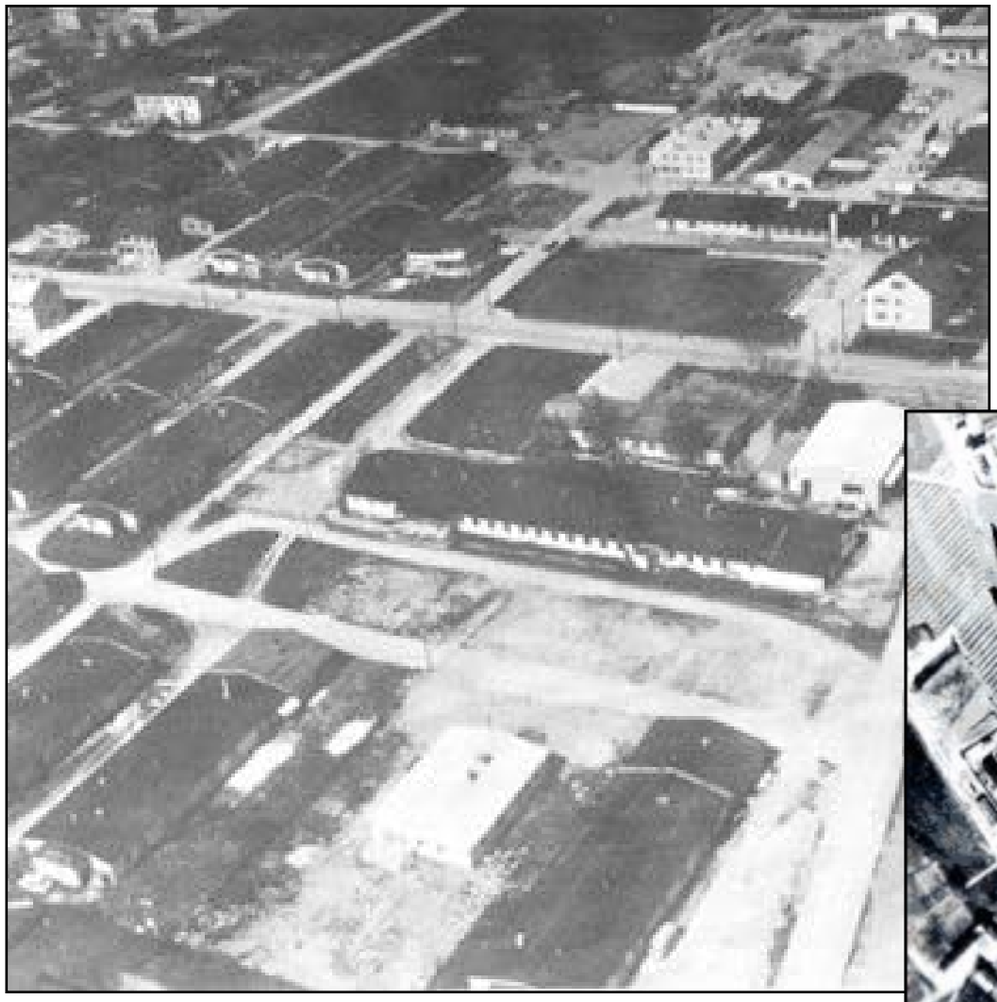
TODAY MANY EX POWS HAVE RETURNED TO VISIT THIS CAMP ESPECIALLY FRENCH WHO EVEN HAD A REUNION THERE A FEW YEARS AGO!

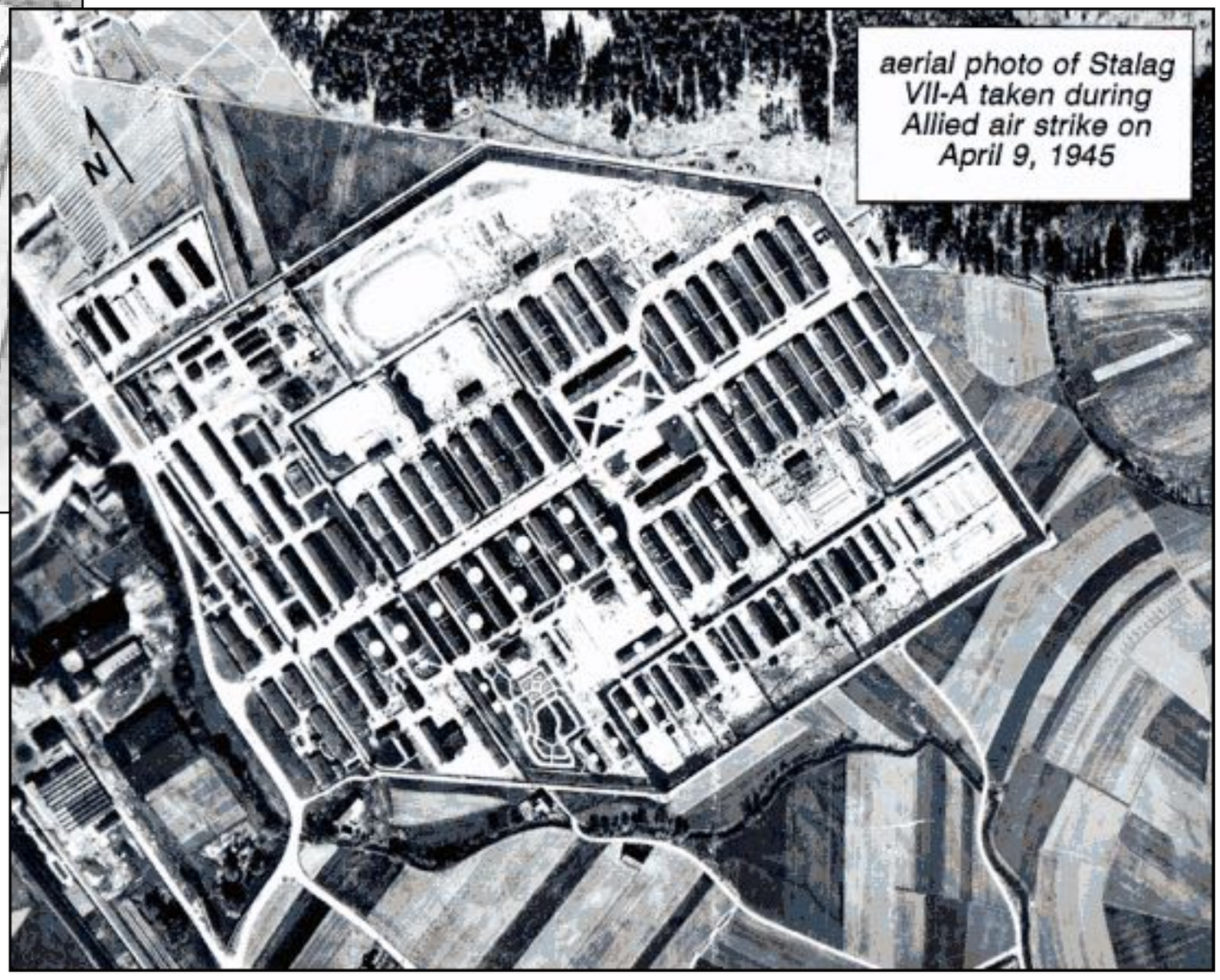


ID tag worn by a PW at Stalag VII/A, Moosburg, Germany, in 1943-44. The obverse of the round "dog tag" carries the wearer's name, initials and service number.



(L-R) John Fitzpatrick (hand in pocket), Ed Stephenson (beret), Ernie Sands (bending over stove), Francis "Fran" Finnegan, John Lindquist, Charles Woehrle, Jim Houser, Lt. Marshall Draper (kneeling) of the 15th Bombardment Squadron. Draper had the unfortunate distinction to be the first U.S. PW in Germany, shot down on 21 June 1942. These men were roommates at Stalag Luft III, South Compound, Block 130, Room 10. They kept together on the march in January 1945, sharing food and emotional support. Photo was taken at Stalag VII-A Moosburg, most likely after hostilities, as Lindquist and Houser are wearing German reversible padded parkas, probably gathered as "war booty." (Ben van Drogenbroek)





aerial photo of Stalag VII-A taken during Allied air strike on April 9, 1945

Aerial views of Stalag 7 A



PWs Sawing Wood



Swiss Red Cross

Old Glory Flies Over Stalag VIIA



Courtesy USAF Academy Library Special Collections

POWs Welcome Their Liberators at Stalag VIIA



Courtesy USAF Academy Library Library Special Collections



Former PWs



Allied Command



Liberation, April 29, 1945



Looking out a window at camp after the liberation. Notice the shell hole in the opposite barracks from an American tank. Courtesy: U.S. Air Force Academy.



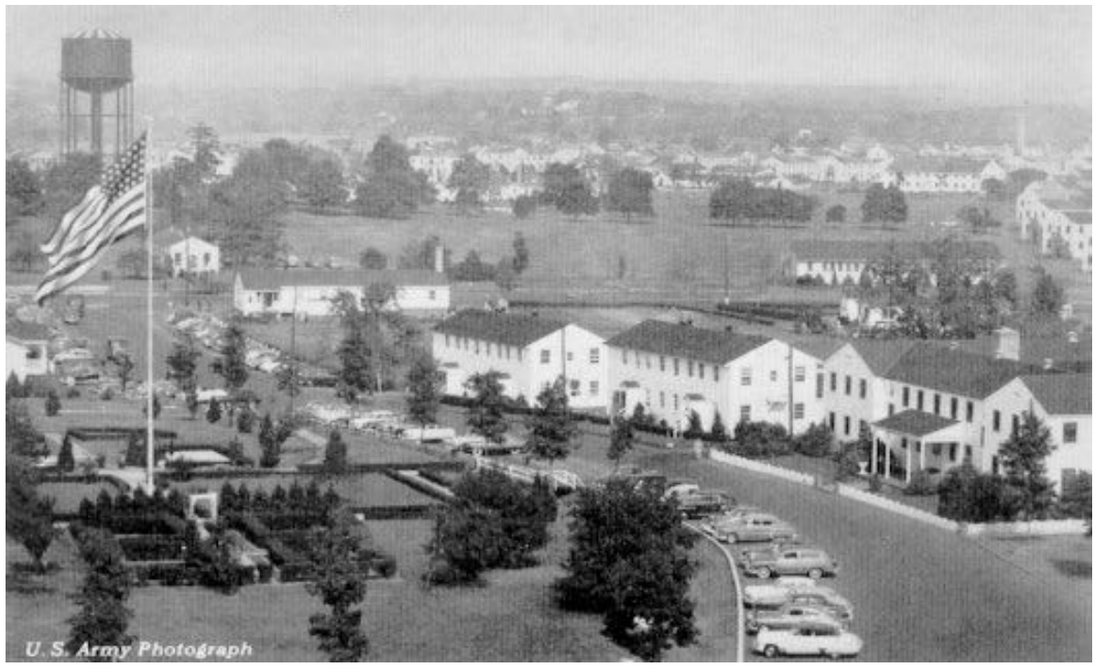
General Patton visited Moosburg on April 30, 1945. His 14th Armored Division liberated the camp. Courtesy: U.S. Air Force Academy.



PWs during evacuation

CHAPTER 13

Pamphlet For Returning Soldiers



A photo of Camp Kilmer, a former United States Army camp that was activated in June 1942 as a staging area and part of an installation of the New York Port of Embarkation. Eventually, it became the largest processing center for troops heading overseas and returning from World War II, processing over 2.5 million soldiers. It was named for Joyce Kilmer, a poet killed in World War I while serving with the 69th Infantry Regiment.



Cover Of 1945 Camp Kilmer Pamphlet

TO ALL DEBARKEES

Welcome home and welcome to Camp Kilmer! The Post Commander and his staff assure you that everything will be done for your comfort and pleasure during your short stay here. For your information, Camp Kilmer was activated in June 1942 — the first staging area to be built solely for that purpose in the United States. It is also the largest staging area in the United States and has handled more than two and a half million troops. Named for Joyce Kilmer, the soldier-poet of World War I whose home was in nearby New Brunswick, Camp Kilmer is an installation of the New York Port of Embarkation, part of the Army Service Forces' gigantic Transportation Corps.

This booklet contains the answers to most of the questions you will have while here. Keep it in your possession — it will be of great assistance to you now and an interesting souvenir when you get home.

YOUR BARRACKS

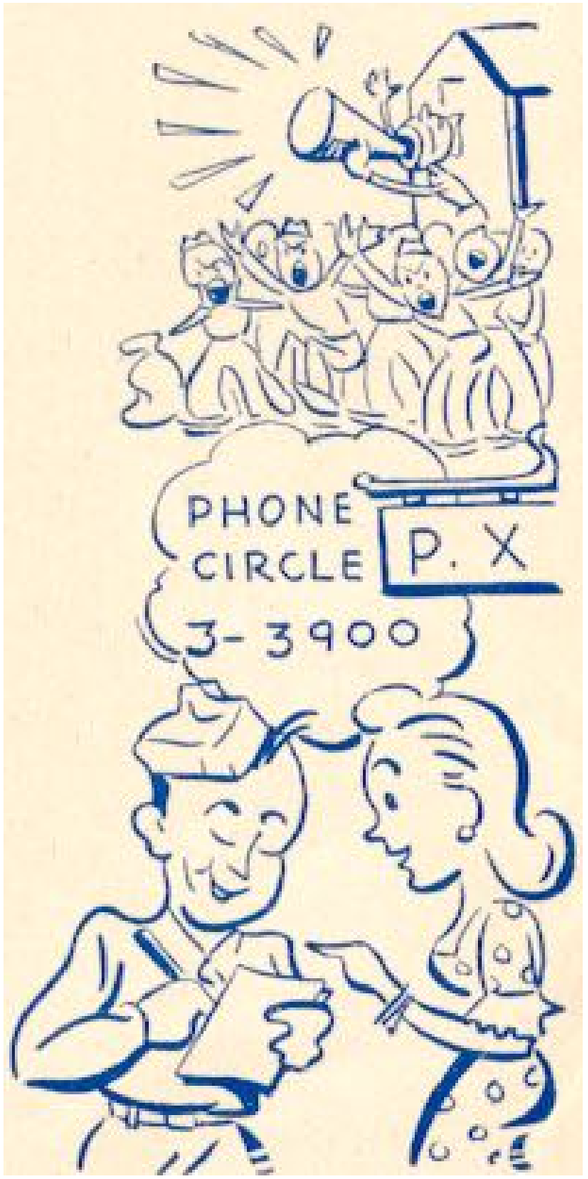
You will be billeted in one of our Disposition Areas and the Billeting Officer will assign you to a specific barracks. Your Unit or Group designation will appear on the front of the barracks. Note the number of your barracks and mark it down below. This is a very large Post with ten

areas exactly alike and it's very easy for those of us who've been here a long time to get lost. Also, guard your wallet and your valuables.



BE AVAILABLE AT ALL TIMES

There's an awful lot of work necessary to get you out of here and on your way to the Personnel Center nearest your home.

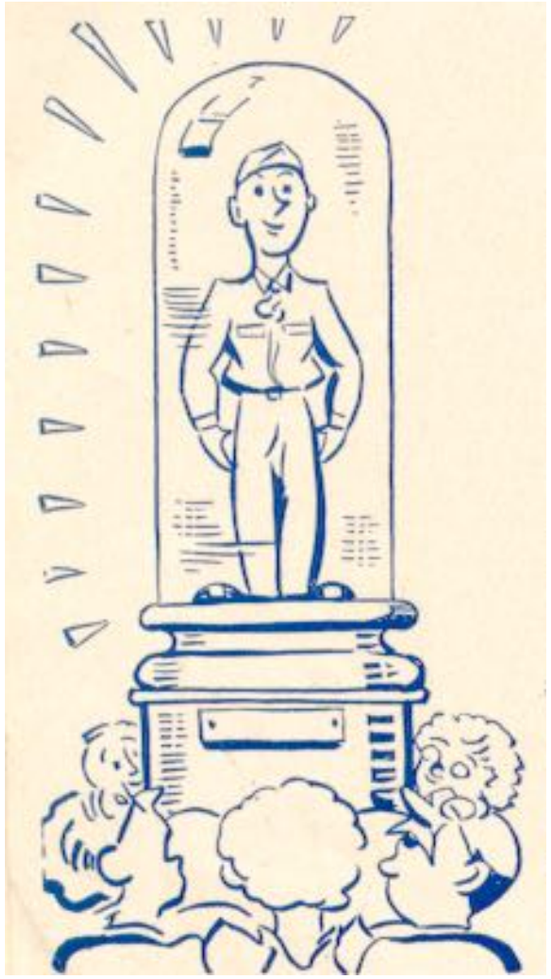


We don't mind working around the clock to accomplish this. But you've got to help us. Stay on the ball. If you go "goofing off" so that you miss your processing or miss a meeting that is essential, you not only jeopardize your chances of leaving but the chances of all the men in your group. So play it smart — stay together and be

available at all times as a group, until your entire processing is finished and your Unit or Group Commander dismisses you. Then check frequently as we may not be able to give you much advance notice on your departure.

APPEARANCE AND CONDUCT

You're the "returning hero" to your family, friends, and community. They'll be looking at you as the Army's representative. You will be on display, so to speak. So don't be a "Sad Sack." You've been through a lot — why spoil it by looking like anything but what you are — a good soldier. It'll mean a lot to everyone — you, your family, the Army, and the community — and hike up your morale and pride plenty to know you are making a good impression. A complete uniform — including the cap and insignia — is required on the post at all times. So get in the swing of things right away.



MILITARY COURTESY

That's not just something they write manuals and Army Regulations about. It ties in greatly with your appearance.

There are certain traditions in civilian life which mean a lot to the folks and to society. In the Army we also have very fine, deep-rooted traditions. You know them — but naturally have had other things to think about while overseas. But now that you're back, just as you'll have to think a bit about your manners, stop and think about your military courtesy. You get a swell feeling inside when you toss a snappy "highball" at an officer and he tosses one right back at you. It makes you feel

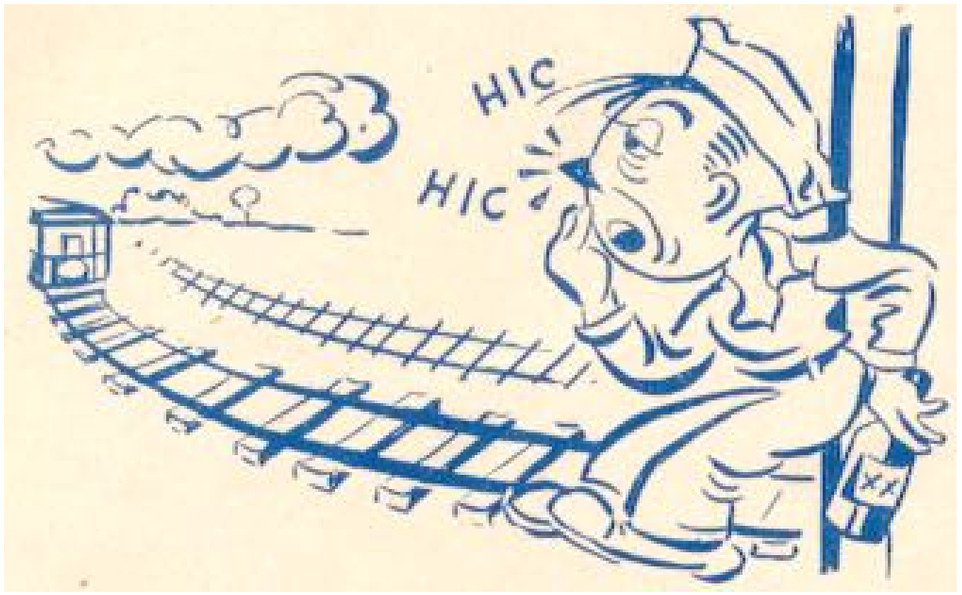


part of the same swell team. We insist on military courtesy on this Post to help you "get into the groove" right away.

INTOXICATING LIQUOR

We know you've been away for a long time and have had to do without a lot. But you're home now and will be able to do all the things you have probably dreamed about. Don't ruin it right off the bat by going out and getting "stinko" or seeing if you can run the tap dry the first night. Liquor is prohibited both on the Post and on the train and will be confiscated. Also, the War Department prohibits us from allowing you to board the train if you've been drinking. If you get

all "slopped up" here you may get into trouble and will miss your train. That certainly won't be such a hot way to start off that long awaited stay at home. Honestly, it won't pay.



CHOW

After you have been billeted stay in your barracks until your Unit or Group Commander returns to take you to chow. A tight schedule has been set up which requires that you eat at the time designated or else the whole thing will go haywire. For later meals a mess schedule is posted in your barracks. Enlisted men will take with them their knife, fork, and spoon. Officers will not need them — but we'll collect "two bits" on the line before each meal from them.



BAGGAGE

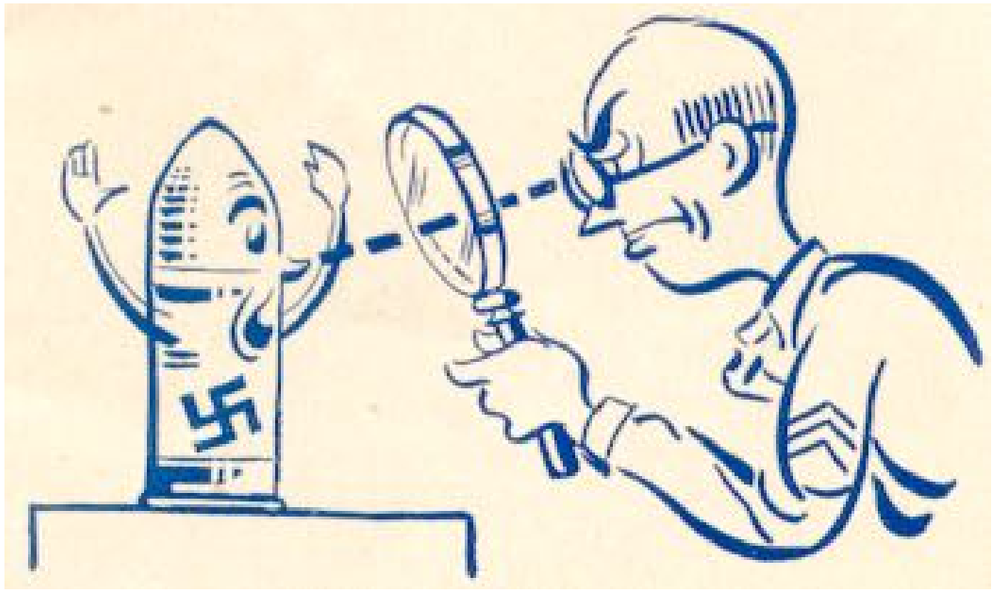
All the baggage you didn't carry down here with you will be at the "Hold Baggage" Building in your area. Everyone, except redeployed units, will claim their hold baggage when directed. If you don't want some of your personal stuff you may ship it directly to your home via Express Collect. All you have to do is fill out the tags and sign a Shipment Authorization Form. We'll ship it for you but you're not allowed to ship any G.I. items home. However, whether you want to send your baggage or not be sure to claim it.



SOUVENIRS AND TROPHIES

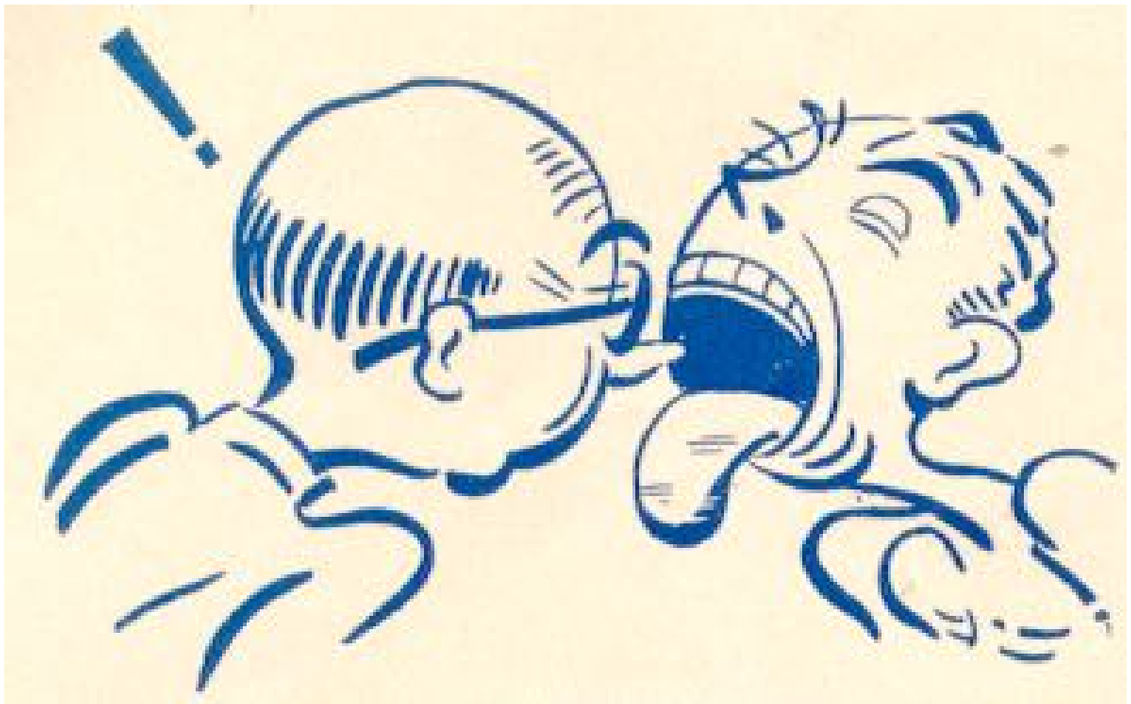
As you probably know, it's always the "unloaded gun" or the "dud" that does the killing and maiming. Sure, we want you to take souvenirs home to the family and kids. But play it safe. Prevent accidents and have your souvenirs and trophies inspected at the time of processing. If possible, we'll remove the charge and return the shells to you. Also, turn in all G.I. small arms and all live ammunition. This

is important — for your protection, ours, and your family's.



MEDICAL ATTENTION

There is a dispensary right in the area in which you are billeted. If you don't feel well, stop in and let 'em look you over. There is no use taking chances and the dispensary can probably fix you up in a few minutes. They'll send you to the hospital if that is indicated, so don't go over there first. The hospital area and buildings, including the PX, are off limits to all personnel except those on official business.



TELEPHONES

As soon as you finish your processing, or earlier if directed by your Unit or

Group Commander, you can call wherever you like to your heart's content. Phones are located in the following buildings: Telephone Centers — Buildings 250, 305, 705, 806, 1006, and 1321. Be sure to tell your folks not to come here as you'll see them soon. And keep your calls brief — there are other men waiting to call.



TELEGRAM FACILITIES

You can send as many telegrams as you want. There are telegraph offices in Buildings 250, 305, 705, and 806. You can use a prepared "canned" message or make one up yourself. However, use your code designation, such as E 310-7, after your signature. The main telegraph office is located in Bldg. 1310 and is available for receipt of telegraphic money orders.



CHEVRONS AND RIBBONS

Naturally, any of the new uniforms you are issued here will not have chevrons on them. Because of the time element it will be very difficult to have chevrons sewn on here. However, there are tailor shops available at the Exchanges located in Areas #4, #7, #10, and #14, and PX #13 (for officers only). The Exchanges in Areas #4 and #10 have limited pressing facilities.

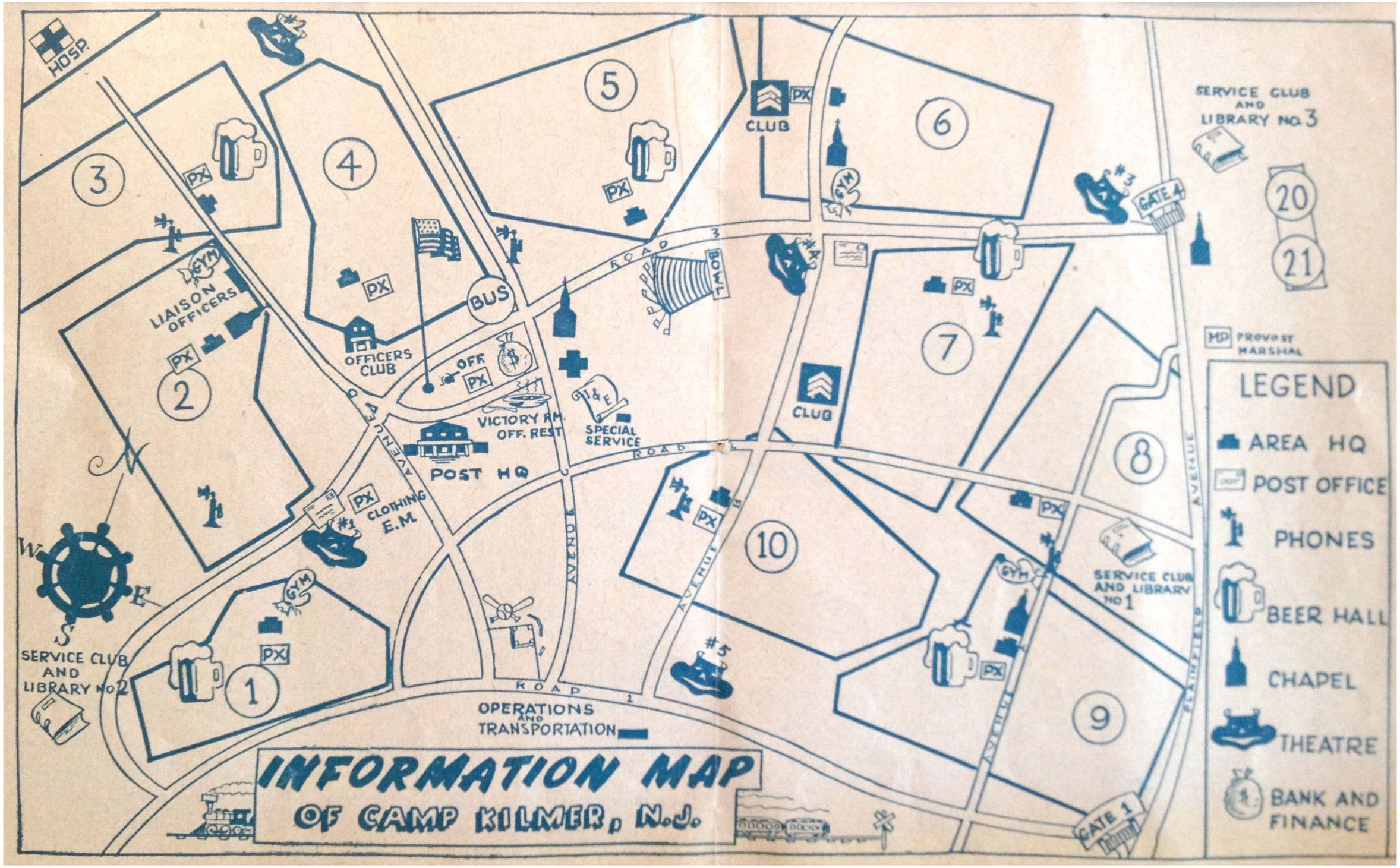


We will also attempt to have women volunteers at the Service Clubs to sew on your chevrons. Service ribbons will be issued to you, free of charge, at your Reception Station.

Source:

http://www.skylighters.org/places/ck-pamph.html

Accessed: 14 September 2017


HOSP.
3
4
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7
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9
10
1
2
CLUB
PX
GYM
BUS
BOWL
ROAD 3
ROAD 2
ROAD 1
AVENUE E
AVENUE F
AVENUE G
AVENUE H
PLAINFIELD AVENUE
LIAISON OFFICERS
OFFICERS CLUB
OFF.
VICTORY RM. OFF. REST
POST HQ
I & E
SPECIAL SERVICE
#1 CLOTHING E.M.
#2
#3
#4
#5
GATE 4
GATE 1
SERVICE CLUB AND LIBRARY No. 3
SERVICE CLUB AND LIBRARY No. 2
SERVICE CLUB AND LIBRARY No. 1
20
21
MP PROVOST MARSHAL
OPERATIONS AND TRANSPORTATION
INFORMATION MAP
OF CAMP KILMER, N.J.
LEGEND
AREA HQ
POST OFFICE
PHONES
BEER HALL
CHAPEL
THEATRE
BANK AND FINANCE

Camp Kilmer

Toward the end of 1941, with the threat of war imminent, the War Department chose a site between Edison and Piscataway, New Jersey as a staging area for troops. They named the camp for the poet Joyce Kilmer, who enlisted in the U.S. Army during World War I and was killed in action in the Aisne-Marne offensive. Construction began at Camp Kilmer in January 1942 and was completed in six months. The facility covered over 1,500 acres and consisted of 1,120 buildings, including rows of wooden barracks, seven chapels, five theaters, nine post exchanges, a gym, three libraries, four telephone centers, a post office, a 1,000-bed hospital, 28 miles of roadway, and about 11 railheads that fed into the main line.

From its opening in 1942 through the end of the War, Camp Kilmer was a major transportation hub for U.S. soldiers traveling to and from the European Theater. More than 20 divisions with over 1,300,000 servicemen staged at Camp Kilmer before being deployed to Europe. The site also hosted various Allied units before they were sent elsewhere for training.

Camp Kilmer operated more like a small city than a typical army facility, and servicemen enjoyed all types of entertain-

ments and activities. The Camp had its own baseball and football teams and hosted exhibition games with professional clubs from New York. There were 20 softball diamonds, 30 volleyball courts, and 160 horseshoe courts available for recreation. The Camp had their own band and orchestra, and there were also dances and movies.

USO-Camp Shows put on productions of plays at Camp Kilmer, and the troops had visits from professional athletes and top Hollywood stars. Benny Goodman performed at the first radio program to be broadcast from the Camp on March 15 (1945?). As many as 21,000 returning troops a day would be entertained by the USO's eight-hour continuous shows.

New York Yankee star Joe DiMaggio and comedian Red Skelton, both serving with the Army, were temporarily assigned to the Camp. DiMaggio autographed baseballs for wounded soldiers and gave hitting and fielding lessons, while Skelton made unannounced visits to the hospital for his version of "laugh therapy."

With the ending of hostilities in 1945, the Camp became the main receiving center for soldiers returning from Europe and the Pacific. By September 1945 over 300,000 of these returnees had been processed, and at times over 5,000 a day were

coming through the Camp. In December 1945, Sgt. Melford Fabricant became the one millionth soldier to pass through Camp Kilmer.

Camp Kilmer was deactivated in the fall of 1949. It was briefly reactivated for the Korean War, but by the mid 1950s Fort Dix, in central New Jersey, had overtaken it as the major processing point in the area. Camp Kilmer's last major role came near the end of 1956 when it served as the receiving center for those fleeing the Hungarian Revolution during "Operation Mercy."

By the 1960s much of the Camp's properties and land were dispersed. Today, there is a Vocational Training Center located at the site as well as housing and schools.

Source:

https://www.archives.gov/nyc/exhibit/camp-kilmer

Accessed: 14 September 2017



Outdoor Beer Garden at Camp Kilmer, ca. June 1945, Records of the Office of the Chief of Transportation Camp Kilmer in New Jersey was an important transportation hub with over two million service members processed during World War II. The base included barracks, a hospital, and recreational facilities, such as this outdoor beer garden.

Historic WWII-era camp shutters doors

By Staff Sgt. Alyn-Michael Macleod

October 14, 2009



A color guard from the 77th Division (Training) takes down the colors for the last time during the Kilmer U.S. Army Reserve Center's inactivation ceremony. (Photo Credit: 99th RRSC)

EDSION, N.J. -- As the bugler played "call to assembly," the local community and the Soldiers of the 78th "Lightning" Division said goodbye Oct. 5, to the Sgt. Joyce Kilmer Army Reserve Center and Camp Kilmer.

The inactivation ceremony attracted many guests and high-ranking officials, including Brig. Gen. Walter B. Chahanovich, commanding general of the 78th Division; Senator Barbara Buono of New Jersey; and Councilwoman Antonia Ricigliano of the Township of Edison, N.J.

Camp Kilmer was named for local resident Sgt. Alfred Joyce Kilmer, known as a fearless noncommissioned officer and hero, but known nationally and internationally as a famous journalist and poet.

Kilmer was killed by a sniper during a scouting mission at the Second Battle of the Marne on the morning of June 30, 1918, and posthumously awarded the Purple Heart by the U.S. Army as well as the Croix de Guerre by the French Republic.

The history of Camp Kilmer dates back to 1941 when the Department of Defense, then known as the War Department, used the 1600-acre camp as a transportation hub processing over 20 divisions who came to Camp Kilmer before being deployed to Europe during World War II.

Camp Kilmer served as one of the most essential processing and administrative posts in the United States during that time. The camp was deactivated in the fall of 1949 but reactivated at the outbreak of hostiles in Korea.

Not as active during the Korean War as it was in World War II, Camp Kilmer lost its status as a major processing point to Fort Dix and was once again made inactive in 1955.

In 1963, most of the 1600 acres was auctioned and sold to local universities and colleges. Today, Rutgers University, the state university of New Jersey, maintains most of the camp as Livingston College.

With a limited military presence on the last remaining 24 acres of government owned land, the Defense Base Realignment and Closure Commission recommended in 2005 that the camp be closed.

The 78th Division, the last major headquarters on Camp Kilmer, will relocate to the recently dedicated Maj. John P. Pryor Army Reserve Center at Army Support Activity - Dix.

The sounds of children playing in the background highlighted the sense of community as the narrator keyed in on the support shown by the people of Edison.

"'This day closes an era that spans over 60 years and through the years the township of Edison and its patriotic citizens has stood by in support of the Soldiers who passed through Camp Kilmer, never wavering in this endeavor," he emphasized.

Chahanovich seemed saddened by the passing of history.

"My solemn duty today is to bring closure to an era as the last post commander and the last commander of the 78th as an Army division," he stated solemnly. "The remaining area is currently planned for use as homeless shelters, recreational land and the town of Edison Public Works Center."

Buono highlighted the importance of the 78th Lightning Division role as she echoed the emotion of the day.

"This is a day of mixed emotions and heavy hearts," Buono said. "The 'Jersey Lightning' played a very vital role in Operation Desert Storm and continues to this day to give our brave men and women on the front lines the training they need to be successful in their missions abroad so they can all come home safely to their families and friends."

Buono also spoke on the history of the facility and its importance to the community.

"To bid our final farewell to a facility that has played such an important role in protecting our nation against threats aboard... this facility and the millions of men and women who have passed through it over the years have served their country with distinguish," declared Buono. "The mission of these hallow grounds will now turn to preparing our young people for the challenges they face in a very difficult and evolving world economy."

In a voice shaking with emotion, Ricigliano spoke of Sgt. Joyce Kilmer.

"Joyce Kilmer would be proud of this Army base and the many uses it has had in these almost 70 years," she said.

As the ceremony drew to a close, it became apparent that those involved with this historic base did not want the memories to simply drift away with the years.

"It is up to all of us to make sure that the years of history that unfolded here will not fade away, will not be forgotten. We ensure that future generations will remember that the freedom and liberties

that we so often take for granted today exacted great sacrifices." Buono concluded.

(Staff Sgt. Alyn-Michael Macleod serves with the 99th Public Affairs Office.)

Source:

https://www.army.mil/article/28760/Historic_WWII_era_camp_shutters_-_doors

Accessed: 14 September 2017